THE LITERARY DIGEST

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TOPICS ▾ OF ▾ THE ▾ DAY

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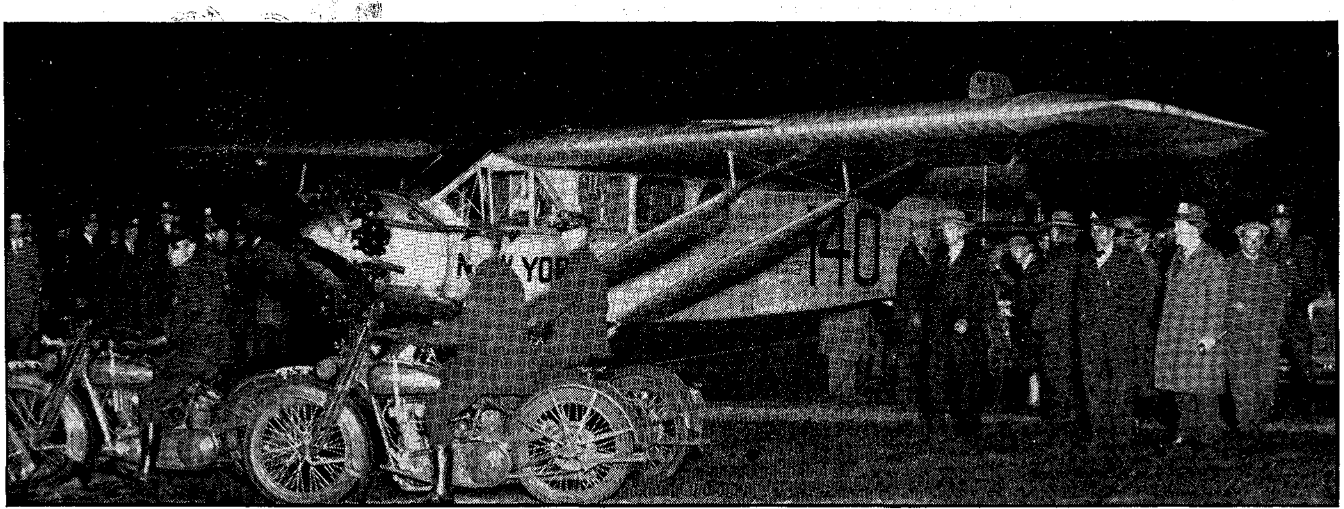


International Newsreel photograph

THE *COLUMBIA*—THE PLANE THAT HOPPED FROM NEW YORK TO GERMANY

AMERICA AND GERMANY REUNITED BY AIR

ON THE NINTH ANNIVERSARY of that day in 1918 when United States troops swept back the Germans for a two-and-one-half-mile gain along a six-mile front at Château-Thierry, reports Arthur E. Mann in a Berlin dispatch to the New York *World*, "two unarmed Americans swept into the goal of that campaign and found that Berlin was theirs." The two unarmed Americans were Clarence D. Chamberlin, pilot of the Bellanca monoplane *Columbia*, and Charles A. Levine, his financial backer and the first transatlantic air passenger. About ten years ago, another Berlin correspondent informs us, Chamberlin "was joining the United States Army Balloon Corps, hoping to soar above the armies led by von Hindenburg." To-day von Hindenburg welcomes him at the Presidential Palace as an emissary of peace and friendship. On the day of their arrival, Edgar Ansel Mowrer cabled to the New York *Sun* that "Chamberlin and Levine are gods in a country that has suddenly gone aviation mad." "The buzzing of American airplane propellers is more inspiring music to human ears than hate inspired by politics," exclaims the Berlin *Allgemeine Zeitung;* and the *Tageblatt* remarks: "If space is so easily bridged over, it is expected that the barriers which hitherto have been an obstacle to a complete understanding among nations can also surely be broken down. The ethereal bridge traversed by the *Columbia* thus is certain to become a span of peace between nations."

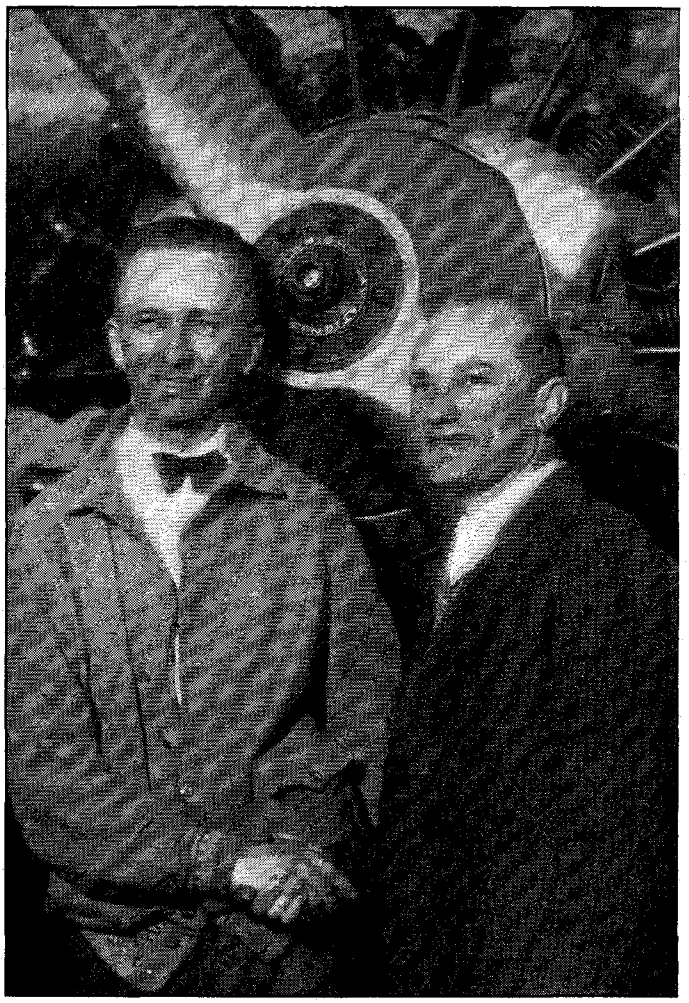
A SPLENDID portrait of Charles August Lindbergh in colors, an exact reproduction of a painting by Joseph Cummings Chase, will appear on the cover of our next issue. It will be suitable for framing or for patriotic display in the windows of stores and homes. Orders should be placed with newsdealers early for this issue, as the dealer's supply is limited, and the demand by those who wish to have Lindbergh's picture is expected to be large.

Since Lindbergh's flight "was by force of circumstances something of an Allied nations' party," notes the Newark *News*, Germany's delight over the visit of the *Columbia* is easily understandable. It will do more than any other event, predicts a New York *Times* Berlin correspondent, "to dissipate that murky atmosphere of isolation that has brooded over the Fatherland since 1914." "America has taken Berlin, and the Germans are delighted," remarks the New York *Evening World*. And in a David Lawrence dispatch from Washington for the Consolidated Press we read:

> "Ten years ago the fever of war hate was intense, and prophets were saying it would take generations to wipe it out. Now the German people, complimented by the journey of the American flyers, are endeavoring to outdo the French reception to Lindbergh.
>
> "To the extent that the Chamberlin-Levine incident awakens once more enthusiasm for the American flag and helps focus attention on the disappearance of time and distance in bringing people of the two countries closer together, there will no doubt be important after-effects of the achievement of the two flyers.
>
> "Ordinarily a daring stunt is a subject for acclaim by a few people, but in the two successful flights across the Atlantic, governments have taken cognizance of the event, and admiration is being heaped by the outside world on the skill and courage of Americans. The laudatory editorials in the newspapers of all countries are considered here a reflection of a favorable public opinion toward America.
>
> "It is not uncommon now in official quarters to refer to the aviators as special ambassadors of good feeling. Lindbergh will always have a warm place in the hearts of diplomats for having stirred the emotions of the French people in friendliness once

more toward America. The remark of a British newspaper that these pioneer aviators are citizens of the world and as such are being welcomed everywhere is accepted here as an indication of how easily a spirit of international good-will can be invoked by aviation.

"Radiotelephony and television, and now transatlantic passenger service, are all in their early stages of development, but the possibilities of making them practical are foreseen. The difficulty heretofore in making the view-point of many Americans world-wide has been that the two oceans have seemed insurmountable barriers. Quick means of communication and travel may be expected to bring the United States in closer touch with what happens in other parts of the world, not with the idea of intermeddling, but with the thought that as the cities of America are linked closely together commercially, so may the European countries and the United States in the not far-distant future be neighbors in a better sense than the advocates of international peace ever dreamed."



Photograph by Underwood & Underwood

OUR ENVOYS OF GOOD-WILL TO GERMANY

Clarence D. Chamberlin (on the reader's left) and Charles A. Levine shaking hands before the start.

"Within a fortnight two American pilots, two American-made planes, and one American passenger have crossed the Atlantic on the most spectacular non-stop flights so far written in aviation history," notes F. Trubee Davison, Assistant Secretary of War, who is further quoted in an Associated Press dispatch as asking: "What further is needed to prove to the American people that American pilots and American planes lead the world?" The *Columbia's* flight, remarks the New York *Sun*, shows that Lindbergh's breath-taking exploit "was not merely a matter of pluck and luck," and that the linking of the continents by air is nearer to every-day practicality than we had dared to hope. In the New York *Herald Tribune* we find the following comparison of the two flights:

"Figures compiled by the United States Geological Survey showed that Chamberlin and his passenger had traveled 3,905 miles and that Lindbergh, in going from Roosevelt Field to Le Bourget Field, Paris, traveled 3,610 miles. By his flight Chamberlin now holds the world's record for distance flown in one flight.

"Chamberlin's plane carried twenty-six gallons of gasoline more than Lindbergh's. But aviation experts said that this only partially explained the greater distance attained by the *Columbia*, for in the second flight two persons were carried, whereas Lindbergh flew alone.

"But when Lindbergh's plane landed there was still some fuel left. Chamberlin lived up to his take-off promise to fly until every drop of gas was gone.

"A point of similarity lies in the fact that both planes are single-motored monoplanes. The power unit in both planes for the transatlantic crossing was a Wright Whirlwind motor.

"Lindbergh's plane was built essentially for speed; Chamberlin's for lifting and carrying a useful load.

"Unloaded, the *Columbia* weighs 1,850 pounds, and has a wing spread of forty-six feet six inches. The cabin can carry eight persons, and has a small observation compartment, and also space on the shell of the gasoline tank for one man to sleep.

"But when all numerical comparisons are made, the fact remains that the pilots in both cases had different objectives. Chamberlin said that he would fly until every drop of gasoline was gone, and in so doing would try to get to Berlin. His gasoline supply gave out nearly 200 miles from his objective.

"Lindbergh did not set out to break endurance records, or to break distance records. He set out to fly to Paris as an entrant in the $25,000 Orteig New York-to-Paris non-stop flight. He accomplished his objective and won his prize.

"The courses flown by the two planes also show marked differences. The younger flyer flew near the Great Circle and sighted Ireland first, whereas Chamberlin flew a modification of the Great Circle route and first sighted land in England."

Comparing the mileage per gallon of gasoline achieved by Lindbergh and Chamberlin, the Baltimore *Sun* gives us these figures:

"Chamberlin consumed about thirty-seven hours in traveling as far as Lindbergh did in thirty-three and a half. On the other hand, he reached the equivalent of Berlin on 455 gallons of gasoline, while Lindbergh consumed 437 in attaining Paris. More accurately, it was the difference between 8.58 miles per gallon for Chamberlin and 8.25 for Lindbergh. Of course, weather conditions must be taken into account to determine which plane got the more help from favorable or was the more retarded by adverse winds, but on the face of it one detects a margin of safety for the slower flyer.

"It is interesting to note that the estimated distance of the Acosta-Chamberlin endurance flight in New York was but little more than that of Chamberlin's actual flight to Helfta, altho the elapsed times were roughly fifty-one and forty-four hours, respectively. But the endurance flight used up only 385 gallons of gas as against the 455 for the German trip. Again there appears a saving because of the difference between, say, 80 and 87.5 miles per hour in speed.

"Perhaps speed across the Atlantic is desirable in order to utilize good weather while it endures or to make distance while the motor functions well. The airman knows what weight to give to such considerations. He will also begin now seriously to consider, as Lindbergh has said, the relative claims of two, three and four motors against the single-motored power plant to minimize the danger of total breakdowns. And even the layman can hope for an elucidation of all these elements in the problem of regular transatlantic flying. The time for starting the service seems appreciably nearer and the technique of it is none too deep for the enthusiasts of this modern age."

There is a queer mixture of emotions over the New York-to-Germany flight of Chamberlin and Levine, remarks the New York *Evening Post*, which goes on to say:

"We have all been making so much of Lindbergh that we feel almost guilty of disloyalty if we turn to new heroes of the air; on the other hand, we all wish to be fair in our attitude toward the two men who, in one way, have more than duplicated the Lindbergh feat. We are in the same position emotionally as we were last summer when Miss Gertrude Ederle swam the English Channel, and then, as soon as she had done it, everybody else appeared to do it with ease.

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"Emotionally, there can never be but one 'Lindy.' He did it alone, and he did it first. He displayed, under limelight, both character and charm. He won his way to our hearts, and we regret that the Bellanca did not delay its taking-off until he had his day of welcome to America.

"On every basis of reason, however, Chamberlin and Levine are entitled to the highest credit. They have exceeded Lindbergh's distance and established a new non-stop record for the world. Levine's nerve as 'the first passenger' is especially appealing. After weeks of bickerings and lawsuits, when his ambition to be known as a sportsman seemed stopt forever, he threw himself into his plane without training, or even proper costume, and hopped off into the unknown."

And in a New York *Herald Tribune* editorial headed "Again," we read:

"By following so soon upon the heels of Captain Lindbergh, Chamberlin and Levine have done an immense service for the future of aviation. If the thing can be done twice there will be all the more people ready to push experiment and invention to the point where it can be done regularly and comfortably."

Even more confident seems to be the New York *American*:

"In one important respect the flight of the Bellanca was more important to the future of aviation than Lindbergh's flight in the Ryan monoplane.

"Lindbergh flew alone, sacrificing passenger-carrying capacity to space for gasoline tanks. Chamberlin flew with Levine, and yet covered 300 miles more than Lindbergh in his Paris flight. The advance from one to ten or twenty-five passengers is mainly a matter of adding wing space and additional motors to the plane."

Not until the *Columbia* actually got under way for her flight from Roosevelt Field at 6.05 A. M., on Saturday, June 4, did any one but the two flyers know that Chamberlin's companion on the transatlantic flight was to be Charles A. Levine, the owner of the plane. Nor was their destination in Europe announced. At 11.30 A. M. Sunday they circled low over the steamer *Mauretania*, 360 miles west of the Scilly Islands, and sped on their way. At midnight they were forced down near Eisleben, Germany, by the exhaustion of their gasoline supply. The next day they resumed their flight, but were again forced down at Klinge, seventy miles southeast of Berlin, where they broke the propeller as they landed in a marsh. Not until Tuesday, June 7, were they able to reach the flying-field at Berlin.

Both the transatlantic flights, says the St. Louis *Globe-Democrat*, were "made possible by the new type of American air-cooled engine, which is undoubtedly the greatest airplane motor in the world." Of this engine, the 200-horse-power Wright "Whirlwind," the New York *Herald Tribune* says:

"Three Wright motors in quick succession achieved the world's duration record, carried Lindbergh from San Diego to Paris, and took Chamberlin and Levine from New York almost to Berlin, all without a hitch. These enviable triumphs, altho perhaps partly fortuitous, bear out the high reputation already established by the air-cooled power plant developed by Mr. Charles L. Lawrance.

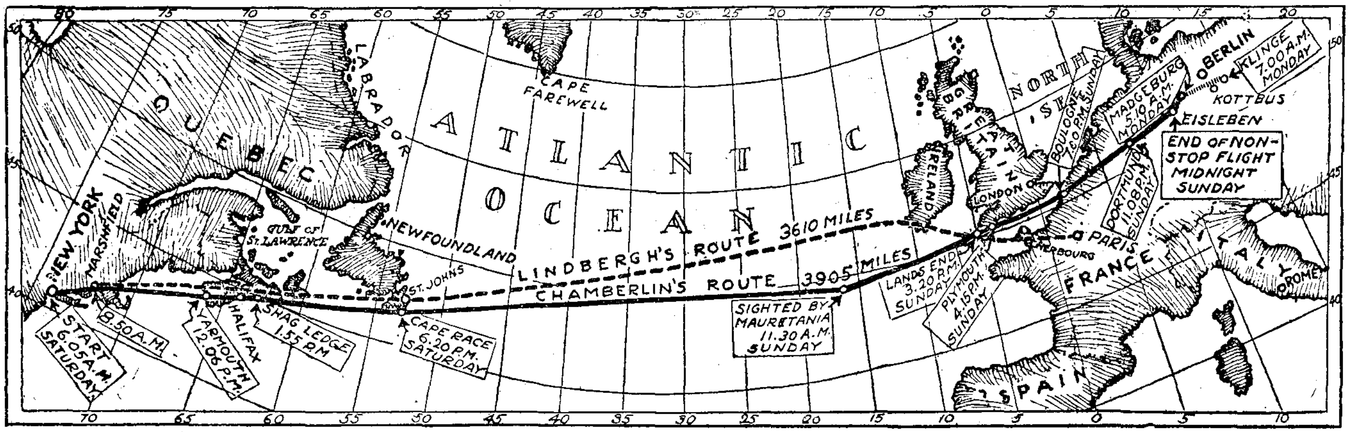
"In 1903 the Wrights were lifted into the air by an engine weighing 152 pounds and developing 21 horse-power. That gave 12.7 pounds per horse-power with an unreliability which no scale has been devised to express. In 1914 the average airplane engine was developing five times the power on a weight only three times as great, but any one who knows anything of war-time aviation knows how frequent were engine failures in the comparatively short flights then attempted. The Liberty—the famous product of all the best in war experience—developed 450 horse-power on 825 pounds of weight, or 1.8 pounds per horse-power, with a high degree of reliability. But the war-time Liberty was already obsolescent almost as soon as peace came, and the marvelous advance went on, bought at the cost of infinite labor by designers and courageous experiment by pilots.

"Airplane engines now run on block tests for 300 hours with full throttle. In the fifty-four-hour endurance flight the Wright air-cooled motor turned over some 15,000,000 times without a falter. When it is remembered how slight a failure can 'kill' a gasoline motor, the reliability of the engines at present in use is a miracle of modern technical skill."

But credit for the Chamberlin-Levine flight, we are told, must be shared also with the designer and builder of the plane. Says the New York *World*, in an editorial headed "Bellanca's Triumph":

"'The plane is a part of me,' said Giuseppe Bellanca, as he heard that the *Columbia* had taken to the air. It is a part of him, this marvelous machine which left New York with two flyers, almost 500 gallons of fuel and oil, and considerable baggage, as every work of genius is part of its creator. For there is no question that Bellanca is a mechanical genius. The Italian youth who turned up at Mineola in 1911 almost penniless, but with an idea for a parasol monoplane, has proved his right to the title by his originality—his designs have shocked conventional builders; by his intensity—for twenty years he has lived for aeronautics alone; and by his ability to turn dreams into practical realities. There were experts who stood ready to prove that the Bellanca VIII type could not fly fifty miles with its enormous load: it flew to Germany.

"The famous endurance test in which the Bellanca machine stayed aloft fifty-one hours showed theoretically what it could do in covering distance; this flight shows it practically. Already Bellanca's principles of design are being widely imitated. As a mere boy he was one of the leaders in introducing the tractor plane, with the propeller in front instead of behind. His ability to combine lightness, safety and durability has led other designers to talk of 'the Bellanca touch.' In the past he has suffered constantly for lack of means. There have been times when the want of small sums thwarted his best plans. Probably all that he asks as a reward to-day is the opportunity to keep on working and to increase the number of his models."



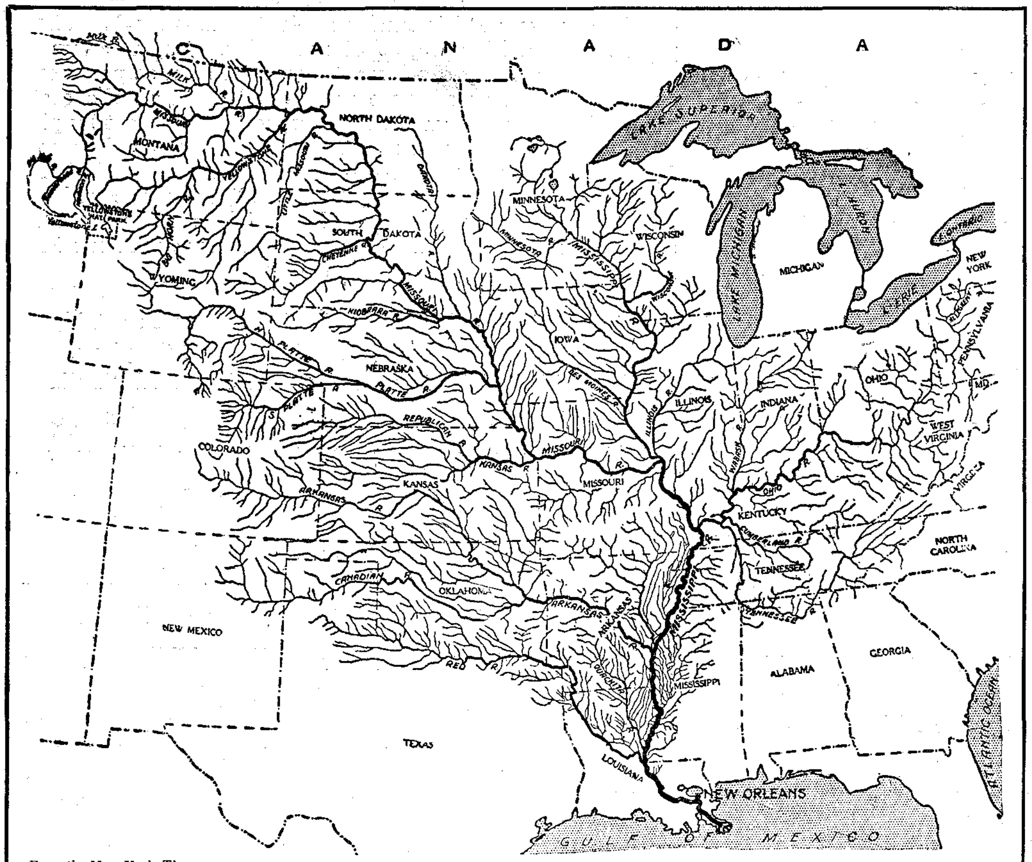
From the New York *Herald Tribune*

ROUTES OF THE *SPIRIT OF ST. LOUIS* AND THE *COLUMBIA*

The record-breaking long-distance flight of Chamberlin and Levine ended at Eisleben, where they were forced down by lack of gas. At Klinge they broke a propeller, and were therefore unable to complete their flight to Berlin until Tuesday, June 7.

FIRST EFFECTS OF THE MISSISSIPPI FLOOD

AFTER THE HOUR OF PERIL comes the hour of reckoning. For "the greatest peace-time calamity," as Mr. Hoover has called the Mississippi flood, does not pass without leaving a mark upon the well-being of the nation. When we remember that the Mississippi River with its tributaries drains an area of about 1,250,000 square miles, and that this spring nearly all these tributaries poured their flooded waters simultaneously into the main stream, we do not wonder that more than 700,000 people were driven from homes and farms by the rising torrent, and that over 600,000 of them have been dependent on Red Cross assistance. It may be months, editors tell us, before any accurate estimate may be made of the actual damage to life and property, and by that time we may be so engrossed by sensational happenings in sport and politics that the second-page news items carrying the figures will be quite overlooked. Now, with the main floods subsiding except in the lower end of the Atchafalaya Basin (the Louisiana "sugar bowl"), but with high water continuing due to heavy rains and secondary floods, we may get a rough idea of what has happened and what the effect will be upon crop yields and business conditions. Various engineering authorities, says a New Orleans correspondent of the New York *Times*, think that "when the last acre has gone under water, it is probable that the total inundation since the beginning of the flood will exceed 20,000 square miles or approximately 12,800,000 acres," an area equal to the States of Massachusetts, New Jersey, and Connecticut. A correspondent of the New York *Evening Post* in the same city points out that the property damaged by the flood was valued in the 1920 census at more than $270,000,000. Other estimates run anywhere from $200,000,000 to $1,000,000,000.



From the New York *Times*

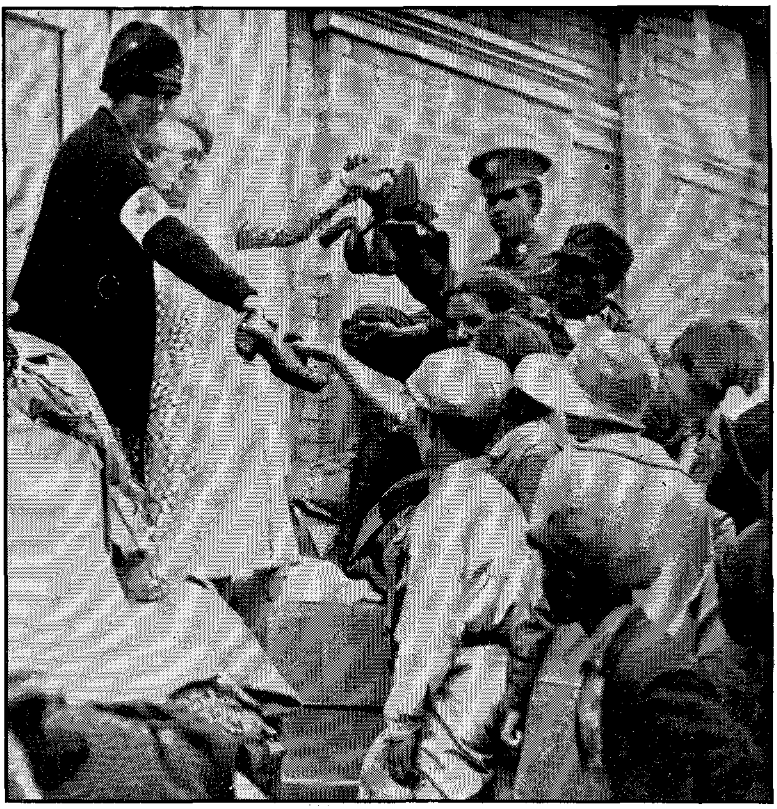
WHERE THE MISSISSIPPI FLOODS COME FROM

The Mississippi alone is 2,550 miles long and its myriad tributaries add thousands of miles to a system of waterways draining an area of 1,250,000 square miles (two-fifths of continental United States). The record-breaking magnitude of this year's flood is due to the fact that, as Secretary Hoover has pointed out, for the first time in our recorded history all the tributaries of the river were in flood at the same time.

But in view of the enormous area affected, the diversity of interests, the uncertainty about the final subsidence of the flood, and about weather conditions during the summer, financial authorities feel that hasty estimates are of little value. But there is a wide agreement among thoughtful observers that, great as the actual damage is, it will not be more than the people of the Mississippi Valley can repair with proper assistance, and it will not be large enough to make more than a dent in our national prosperity. Naturally the banks and statistical organizations are vitally interested. The floods are recognized by *The Guaranty Survey* (published by the Guaranty Trust Company of New York) "as an important adverse influence from the standpoint of general business": "while it is not likely that they will result in any abrupt reaction, the reduced purchasing power occasioned by the enormous destruction of property must be felt in some degree for many months to come." There is always "a permanent economic loss when labor and materials are diverted from new construction to the replacement of damage," the Alexander Hamilton Institute reminds us in its *Business Conditions Weekly.* But the National Bank of Commerce, the National City Bank, the New York Trust Company, and other financial institutions insist that the effects of the disaster can by no means be sufficient to have any great effect on general business. The New York Trust Company's *Index* sees no greater effect on industry as a whole "than a temporary decline in the buying power of a relatively small section of the country."

It is significant that Secretary Hoover, who has been in charge of the relief work, thinks that general business throughout the country will escape any serious economic repercussion from the Mississippi flood. As far as crops are concerned, he remarks that "we are now engaged in a race with the season, and I think we shall succeed." "The utter lack of evidence of serious economic effects of the flood" in St. Louis impresses Arthur Krock, visiting that Mississippi Valley metropolis for the New York *Times. The American Banker's* St. Louis correspondent reminds us that none of the important cities in the path of the flood—St. Louis, Memphis, Vicksburg, New Orleans—was damaged to any appreciable extent. He admits that the vast overflow is bound to "show itself in slackened trade along the Mississippi Valley for a number of months to come." But—

> "At that, the effects will not be of a permanent or lasting nature, such as damage following an earthquake or an enormous conflagration or catastrophe of like nature.
>
> "The flood will be a thing of the past very shortly. In its wake it will leave devastated farms and homesteads, and in a number of cases badly damaged towns and villages. However, the season is early, and unless live stock has been swept away, farming operations will be carried forward as soon as the waters recede. There will be heavy losses on account of lost machinery, ruined buildings, etc.



P. & A. photograph

YOUR GIFTS TO THE RED CROSS MAY HAVE BEEN USED HERE

Red Cross workers distributing shoes and clothing at Hickman, Kentucky, to some of the 600,000 flood victims needing aid.

"The immediate losses, however, will fall on merchants whose trade originates in local flooded areas. People will not be in a position to pay their bills. This will mean slow collections and in turn will have an influence on local banking, since merchants, and individual customers as well, will not be able to pay to liquidate their indebtedness. This represents possible postponement, rather than loss to the banks."

Credit managers familiar with the flooded region agree that interstate and intrastate commerce will be affected to this extent, we read in *The Credit Monthly* (New York):

"New Orleans jobbers and manufacturers will face the stoppage of any profitable business during the actual flood conditions in the inundated section, in addition to delay in the collection of bills for previous shipments. Mitigating this, there are the considerations that crop seasons in the delta are frequent, that alluvial deposits from the flood water may be considered, in the long run, an advantage in point of soil enrichment, and that stocks in the inundated areas are not a total loss, since there is always some salvage to be taken into consideration."

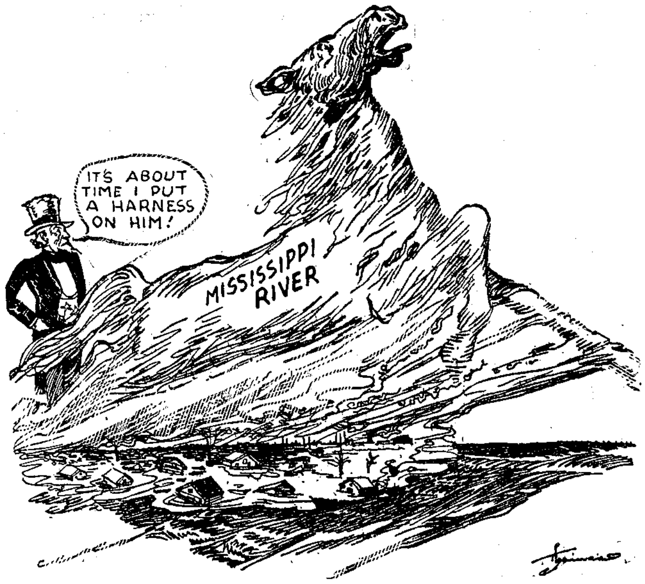
Since most of the flooded region is cotton country, cotton comes first in the list of damaged crops. And we find decided differences of opinion about the damage. This "summary of the expert guesses" appears in *The Brookmire Forecaster:*

"Somewhere between 5,500,000 and 6,000,000 acres (or between 12 and 15 per cent. of the total cotton acreage) has been affected in some way.

"It is certain that all the affected acreage must be planted late, if at all. It is, however, still possible to plant and raise a crop on most of the flooded plantations.

"The summary of guesses as to the crop-reduction cost of the flood would seem to indicate between 700,000 and 800,000 bales."

This figure, observes the New York *Journal of Commerce*, "is not especially significant in relation to the size of the total cotton crop, which reached nearly 18,000,000 bales." And this daily calls attention to other estimates placing the cotton-crop reduction as low as 500,000 and even 200,000 bales. But at any rate, writes Mr. Krock in his dispatch from St. Louis, it does mean a considerable crop reduction, "and thus nature has done what economists have been urging." *The Wall Street Journal* and Baltimore *Sun* agree that the influence of the flood will be toward higher prices for cotton. Says Gov. M. B. Wellborn, of the Sixth Federal Reserve Bank of Atlanta: "The marked curtailment of new crop prospects in the flooded area, increased American consumption, huge exports and reduced acreage outside of the flood-stricken area suggest that cotton is destined to sell much higher." It is recalled in this connection that according to government estimates some 150,000 bales of cotton from the last harvest, worth at present prices about $12,000,000, have been submerged in compresses and warehouses along the Mississippi.


IT'S ABOUT TIME I PUT A HARNESS ON HIM!
MISSISSIPPI RIVER
Thomas

RUNAWAY HORSE-POWER

—Thomas in the Detroit *News.*

Of course, the great question about cotton concerns itself with the amount of acreage that can be replanted. A Memphis correspondent for the New York *Evening Post* thinks that it will be hopeless to expect a cotton crop from the lower delta region, "as it will probably be too late for planting when the waters recede owing to the fact that the last breaks came where the levees were high and the flood is proportionately deep." On the other hand, we read, conditions in the upper part of the delta have improved with good weather, and planting has been pushed rapidly." The writer goes on to say that rapid planting will be the more difficult because labor has been scattered and disorganized, seed has been lost or ruined, and farming implements have been destroyed. Philip Kinsley, of the Chicago *Tribune*, writes from Vicksburg that "altho the farmers of Mississippi are plowing to the edge of the receding flood waters, the waters are not falling fast enough to give hope of a cotton crop that will in any way compensate for the enormous losses caused by the flood."

The only possibility of a lasting effect of the Mississippi flood is seen by observers of Southern conditions in the Louisiana sugar-cane industry, we read in the New York *Times*. Louisiana's "sugar bowl" may be empty this year, reports an Associated Press correspondent in New Orleans, because of the prolonged inundation of the Tensas and Atchafalaya Basins. Practically all our American-grown sugar-cane and molasses come from Louisiana, the papers remind us on every hand. A sugar grower, quoted in *Facts About Sugar* (New York) as an authority, declares

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated.

1. Who is the new Premier of Japan? (p. 18).
2. In which Asiatic country does universal manhood suffrage go into effect in 1928? (p. 18).
3. How was the Entente Cordiale lately reenforced? (p. 19).
4. What Indian legend is connected with the region chosen by President Coolidge for the "summer White House"? (p. 36)
5. Where are the Calamity Jane Peaks? (p. 44).
6. How are rats being induced to leave ships that are not sinking? (p. 53).
7. What country uses one-half of all the timber produced in the world? (p. 60).
8. What is a good cure for poison ivy? (p. 23).
9. What bird's feathers run in the rain? (p. 24).
10. How can fishing worms be attracted to the surface of the ground? (p. 25).
11. What is the purpose of the great Christian conference to be held in Lausanne in August? (p. 30).
12. What man is said to have influenced 25,000,000 people? (p. 31).
13. Where is Gainsborough's "Blue Boy"? (p. 26).
14. Where is "the climax," artistically speaking, in Lindbergh's story? (p. 28).
15. Who is President of the French Aero Club? (p. 29).
16. In what Florida city were five persons killed and twenty-two injured in an unsuccessful attempt to storm the county jail? (p. 12).
17. What was the cause which brought some fifteen hundred delegates from forty-six nations, including the United States, to Geneva last month? (p. 14).
18. How many persons have left American farms since 1920? (p. 69).
19. What two Balkan countries recently severed diplomatic relations over the arrest of a legation interpreter? (p. 11).
20. How large an area has been affected by the Mississippi flood? (p. 8).
21. What engine took both Lindbergh and Chamberlin and Levine to Europe? (p. 7).
22 What great Church is not included in the coming Lausanne Conference? Why? (p. 31).
23. How does the common cold affect industry? (p. 22).
24. Why do we like sweet smells? (p. 25).
25. Where is Soviet Russian propaganda losing its effectiveness? (p. 16).

that such cane as escaped destruction will be needed as seed cane for next year's planting: "It is quite likely therefore that there will be no grinding this year in Louisiana except at a very few isolated factories." Remembering, however, "that the sugar grown in Louisiana constitutes less that 1 per cent. of the world output," the New York *Journal of Commerce* thinks "it can be understood why the situation leaves general market conditions undisturbed."

As for other crops, *The Commerce Monthly*, published by the National Bank of Commerce, New York, remarks that "late plantings of corn will have plenty of time to mature in this latitude, and there is no reason to believe that hay crops will be short." But "winter wheat flooded in southeast Missouri will likely be a total loss." Figures on losses of live stock are difficult to obtain. The Alexander Hamilton Institute calls attention to one estimate that "about 1,500 horses and cattle, 22,000 hogs, and 260,000 chickens have been drowned."

"The hardwood lumber industry has been affected more than any other industry except farming," reports the National City Bank of New York in one of its bulletins, reminding us that "the lower Mississippi Valley is the principal source of hardwood lumber in the United States." Several lumber authorities estimate the decrease of hardwood production in this region at about 50 per cent.

Manufacturing will not be greatly affected except in connection with sugar and cotton, notes *The Commerce Monthly*, since—

> "The manufacturing industries located in the alluvial country are those founded upon the natural resources of the region or required to support the daily life of the communities. Except for some natural gas in Louisiana, the district has no large mineral or metal production."

Losses to the railroads are estimated at from $10,000,000 to $15,000,000, largely from damaged embankments and displaced property, we read in the press dispatches. The New York *Times* suggests that "the movement of relief supplies may offset the decrease in traffic that might be expected to follow the slackening of trade in the flood regions." Largely because of railway needs, steel makers, according to a New York dispatch to *The Manufacturers Record* (Baltimore), "estimate that from 500,000 to 1,000,000 tons of steel in various forms" will be needed for reconstruction in the flooded region. Expenditures for highway repairs and bridge replacements are also expected to involve large amounts.

The Mississippi Valley flood problem, Mr. Hoover has noted, has three phases. That of relief has been met by private charity and the Red Cross. That of flood prevention must be taken up in a serious way by experts. That of economic rehabilitation is already under way. Associations have already been formed in Arkansas, Louisiana, and Mississippi to loan money to farmers to enable them to get started again. And there has been formed at Washington a central holding corporation known as the Floods Credit Corporation to raise additional funds and cooperate with the local organizations.

With the nation standing ready with gifts for the emergency and loans for reconstruction, the South too is bending itself to its own task with energy, according to the press dispatches. "Our folks in the Mississippi Valley," says the flood dictator of the State of Mississippi, "will see this thing through to the finish." The Governor of Arkansas proclaims likewise: "Across the flood, Arkansas sees only the rainbow." In the opinion of President Upthegrove of the St. Louis Southwestern Railroad, "the additional energy which has been called forth by the disaster will go far to offset the losses suffered." In the case of other great disasters, recalls *The Manufacturers Record*, which quotes these utterances, "the losses have been forgotten, the sweep of progress has gone forward. And so it will be in the case of the Mississippi Valley."

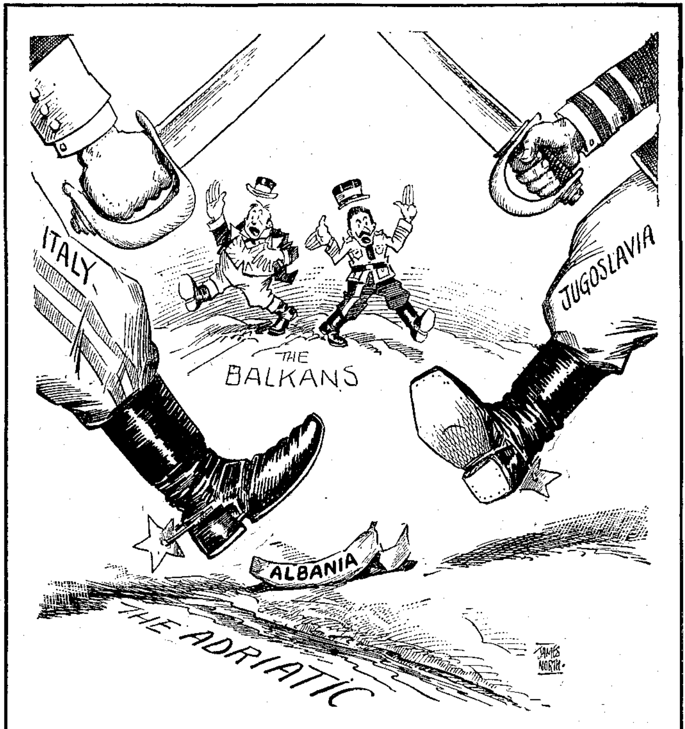
"The old saying to the effect that no great loss occurs without some small gain would seem to apply to the Mississippi flood," agree the Cambridge Associates of Boston:

> "In the first place, the flood will enrich the land it covers and add thousands of acres to farming territory through the deposit of rich sediment. And then, the current disaster will awaken the nation to the urgent need for more adequate levee protection along the banks of this great river which is a highway for the commerce of many States. Furthermore, rebuilding of damaged property will stimulate many of the country's industries temporarily—altho, of course, prosperity for one portion of the nation as the result of disaster does not add to the sum total of national wealth."

Springfield, Missouri

WAR RUMBLINGS ON THE ADRIATIC

ANOTHER BALKAN WAR is predicted by the editors of some of our most conservative dailies unless European Powers intervene to check the growing hostility between Jugoslavia and Albania. The rupture of diplomatic relations between these two Adriatic countries on June 4 would mean little, observes the Washington *Post*, if only these two Balkan States were concerned, "but in view of the strained relations between Italy and Jugoslavia, the incident may be the forerunner of highly important events." The French Foreign Office, reports J. G. Hamilton, in a Paris dispatch to the Baltimore *Sun*, "has agreed with Great Britain to do its utmost to prevent a situation, frankly recognized as dangerous to the peace of Europe, from developing further." The League of Nations also has been asked to investigate the rupture of diplomatic relations between the two Adriatic countries. To the Louisville *Courier-Journal:*



WATCH YOUR STEP!

—North in the Washington *Post.*

> "The break between Jugoslavia and Albania is both sudden and ominous. It is comparable to the cataclysmic rupture between Austria and Serbia which brought in its wake the World War. Like Austria, the post-war country of the Serbs is the dominating Power over the Balkans. Like Austria, it has made what have been declared humiliating demands upon a smaller country. Like Austria, it has behind it a powerful European nation. And, as in 1914, the smaller country is upheld by a larger one.
>
> "As Austria was supported by Germany and Serbia by France's ally, Russia, so Jugoslavia is alined with France, and Albania is a protectorate of Italy. Certainly the rupture will increase the irritation between Jugoslavia and Italy, which since the notorious Treaty of Tirana has threatened open conflict. Mussolini has refused to submit the quarrel to the League of Nations, and has rejected the offer of France, England, and Germany to smooth out the difficulties.
>
> "The break with Albania is in effect at least a break with Italy. The question just now is how far can the Fascist State carry on its policies of defiance to the rest of Europe. Italy defied the world in the seizure of Fiume. It defied the League of Nations in the bombardment of Corfu. It ignored the Continent when it made Albania, whose independence was guaranteed, an Italian protectorate. Can it now defy Jugoslavia, and confine its quarrel with that country to a brawl across the Adriatic?"

The explanation of the "break" is cabled from Rome to the New York *Herald Tribune* by Frederick Hollowell. In the opinion of this correspondent:

> "The comparatively insignificant incident, which had assumed critical proportions as a result of relations already strained, may be summarized as follows:
>
> "The Albanian Government discovered that one Jurascovitch was engaged in espionage activities in favor of the Belgrade Government. Thereupon Albania called the attention of the Jugoslav Legation to these activities, the responsibility for which the legation denied. Thereafter the Albanian authorities arrested Jurascovitch as a spy. Upon learning of his arrest the Jugoslavian Chargé d'Affaires immediately sent a sharp note to President Zogu, of Albania, demanding the alleged spy's immediate release on the ground of diplomatic immunity. President Zogu contended that Jurascovitch was not entitled to diplomatic immunity, because he was an Albanian citizen, but offered to have an investigation conducted if the Jugoslav Chargé would withdraw or tone down his note. Whereupon the Jugoslav envoy not only refused to withdraw or modify his previous note, but intensified it by changing its nature to that of an ultimatum.
>
> "Whatever the merits of this specific incident may be, it seems evident that the whole move had been studied with considerable care. Nobody believes that relations would have been brought to the breaking point on the sole responsibility of the Jugoslav Chargé d'Affaires and, therefore, the gravity of the situation is considerably enhanced.
>
> "The situation thus created fits in ideally with the provision of the Treaty of Tirana, signed last November between Italy and Albania. If Jugoslavia follows up her present move with military action, it will furnish a specific reason for Albania, under the terms of that treaty, to call on Italy for military aid."

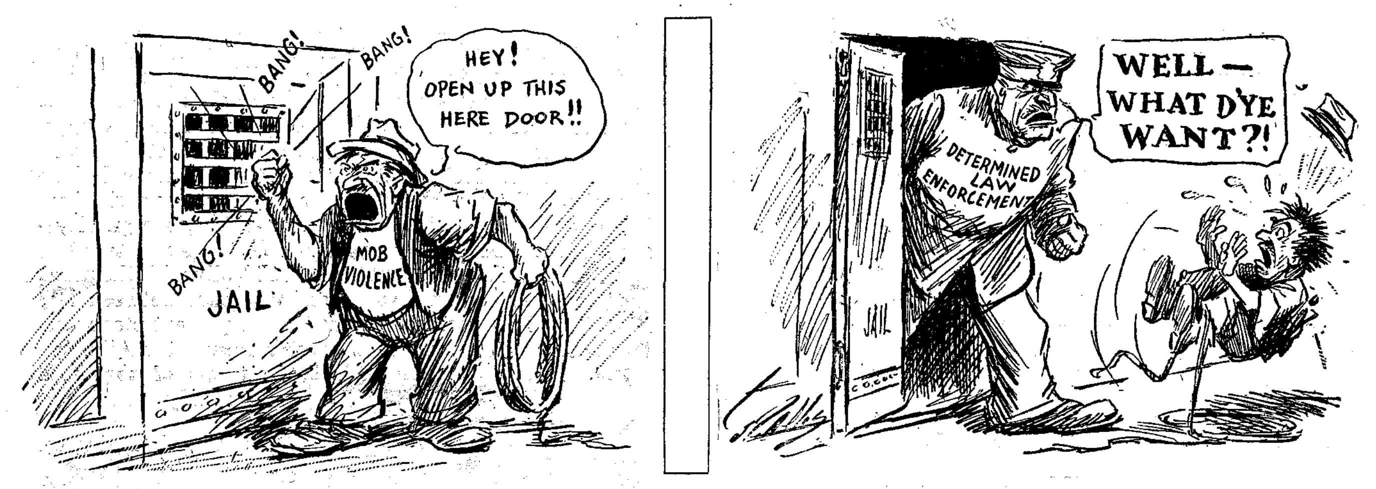
As the Washington *Star* explains:

> "Jugoslavia's hostility to Albania and Italy dates back a long period. It came to a sharp issue in the peace negotiations following the Great War, when Italy claimed Fiume and the Dalmatian coast, formerly possest by Austria. Serbia, likewise, claimed these regions, and for a time there was a bitter conflict at the Paris peace table over the question. Finally it was settled by a compromise, forced by the enterprise of D'Annunzio, who formed an independent force of occupation and held Fiume for Italy during the troubled period of settlement.
>
> "The Fiume-Dalmatian settlement left Serbia, soon to become Jugoslavia, bitterly resentful, and when later Italy made terms with Albania, which is, perhaps, the weakest of all the States in that part of the world, and in effect secured a dominion over it, evidence appeared that a fresh cause of possible trouble had been created. Albania itself is not complacent. There is an insurrectionary spirit there. The people are intensely national and revolt against the Italian-dominated administration has been brewing.
>
> "Should war break out between Jugoslavia and Albania, Italy would have to take a hand, just as Russia intervened when Serbia was attacked by Austria in 1914. And in that case there are no guaranties against a wider spread of the conflict."

On the other hand, the Providence *News* and Philadelphia *Inquirer* agree that the existing diplomatic break is not likely to lead to a war between Jugoslavia and Albania. Such a conflict, points out the Rhode Island daily, "would involve France, and the French do not want another war." Furthermore, reports M. Farmer Murphy in a London dispatch to the Baltimore *Sun:*

> "London is not so exicted over the Balkan controversy as Paris seems to be. For Premier Mussolini, after the last Albanian crisis, is not likely to court another defeat. When he found at that time that the question undoubtedly would have to be referred either to the League of Nations or to a commission on which German and French influence would predominate, he quickly backed down. Hence the belief in London is that in the present instance he more probably will assume the rôle of peacemaker."

Certainly, observes the New York *Times*, "Europe should see to it that no incendiary sparks fly about in the Balkans. The Continent's powder magazine is not what it was in 1914, but in view of the price then paid, no fire department should take even the smallest chance."


BANG!
BANG!
HEY! OPEN UP THIS HERE DOOR!!
BANG!
JAIL
MOB VIOLENCE
WELL — WHAT D'YE WANT?!
DETERMINED LAW ENFORCEMENT
JAIL

IT SURELY IS DISCONCERTING —Alley in the Memphis *Commercial Appeal.*

HOW TAMPA TREATS LYNCHERS

"IT WILL BE A LONG TIME," predicts the Savannah *News*, "before Tampa has another riot." The three nights of conflict about the Hillsborough County jail, in the Florida city, culminating in the deaths of five persons and the wounding of thirty-two others, was "bad business," admits the Baltimore *Evening Sun*, "but it would have been worse for the sheriff and the national guardsmen to permit the mob to murder a prisoner in their hands." The officials are receiving commendation in both Northern and Southern dailies on their successful resistance to the Tampa mob during three nights of rioting. They have set an example, we are told, that county authorities throughout the country should emulate. "A little hot lead and a measure of cool courage will have more effect on a mob than months of preaching and volumes of threats," declares the Columbus *Ohio State Journal*. "Only the most severe treatment will cure a mob of its folly," agrees a Southern daily, the Winston-Salem *Sentinel*. To quote the Savannah *News* further:

THE MAN WHO STOPT THE MOB

L. M. Hiers, sheriff of Hillsborough County, Florida, of which Tampa is the county-seat.

> "The lesson to be learned from the Tampa incident is that mobs gain courage and grow unless they are given a sharp blow when they first begin to gather and before they get the idea that the authorities are afraid of them. Once they get that idea into their heads, it takes time and often bloodshed before the mob spirit gets out of them and they begin to see conditions normally again.
>
> "The Tampa soldiers did not want to fire on their fellow citizens; but their fellow citizens should not try to make the law a joke, and should not fire on the authorities and the troops. The Guard's duty was to defend the law, and altho at the cost of killing and wounding mob members, it did defend the law.
>
> "The mob members took the position that the man they were trying to get was a terrible murderer; but who gave the mob authority to kill him? The law alone, by due process, has that right. Either the laws must be torn up and thrown away or the mob must be defeated."

From Tampa dispatches we learn that a white resident of the city—a self-confessed murderer—had been arrested. The law apparently was moving as rapidly as could be expected, when a mob attacked the jail in which the prisoner was confined. Repulsed, the mob returned the following night, and again the next night. "They had murder in their minds," according to the commanding officer of the militia that was sent by Governor Martin to the scene, "and stern measures were necessary." According to Associated Press dispatches from Tampa, the first of which is dated June 1:

> "The rioting started in an effort to lynch B. F. Levins, held responsible for the deaths of Mr. and Mrs. Herman Merrell and three of their children. Saturday night and Sunday night a mob gathered around the jail. It increased Monday night, and in two sallies the jail was attacked, a hole being rammed through the brick wall. Troops were called out Tuesday morning.
>
> "The mob formed again Tuesday night and persisted in its purpose until the troops' fire had mowed down twenty-one persons, four of whom subsequently died of their wounds. The militiamen had posted their infantry guards, with rifles and bayonets. Machine-guns, snipers' nests, tear bombs, and sandbag barricades were set up by guardsmen in their defense of an area surrounding the jail. In addition, mounted troops and artillerymen carrying side arms were patrolling the lines. All traffic was barred from an area four blocks in every direction. Searchlights were brought in play, and held in readiness to forestall another attempt to congregate in the vicinity.
>
> "Sergeant Davis, leading a detail of sixteen soldiers, was felled by a brick hurled by a hoodlum. The sergeant ordered his men to fire their pistols, and six of the mob fell.
>
> "It was estimated that more than 2,000 persons were in the throng which milled about outside a roped-off area on the four sides of the jail, their shouts and curses being punctuated here and there by scattered shots from their own ranks and the rattle of machine-guns and bark of pistols as the guardsmen returned the fire.
>
> "Cavalrymen dashed through the eddying mass of humanity in an effort to scatter the throng, but their frequent sallies failed to do more than open temporary lanes which quickly were closed again.
>
> "The second clash came after midnight when a mounted trooper was pulled from his horse. Members of the crowd fired into a group of soldiers who ran to his aid, and the troops answered with machine-gun fire. A number of those treated at hospitals said they were several blocks distant from the danger zone at the time they were shot. One victim was at home in bed when six bullets, one of which hit him in the thigh, tore through his house and struck a brick wall next door.
>
> "As darkness fell to-night [June 1] 1,000 deputy sheriffs sworn in at a mass meeting of citizens and officers this afternoon were patrolling the entire city in groups of ten. They had orders to disperse any groups of over three persons."

The fifth victim died in a Tampa hospital on June 6, according to another dispatch. "The nightmare is over, but the experience has been a wholesome one for the Florida city," believes the Grand Rapids *Press.* Continues this Northern paper:

"Tampa has set a salutary example by standing up for a government of law against rule by mob violence.

"First its elected officers and then a force of recruited vigilantes representing the law and order element of this Florida city have stood up to a lynching mob, defeated it, and arrested thirty of the participants. The battle put five victims in the morgue and a host in the hospitals, but the cost is small compared to that when a city or a district gives in to the mob."

"Nor can there be anything but praise for Governor Martin's promptness in sending national guardsmen to protect the Hillsborough County jail," notes the St. Louis *Star*. In the opinion of the Kansas City *Star*, "the mob received the medicine it deserved—machine-gun bullets, tear-gas, and ammonia." Continues this Missouri daily:

"The courageous action of the Tampa officials suggests the course that should be taken in all such cases. Too often officials in charge of prisoners, in jail and out, are half-hearted in defending the persons in their custody and, above all, in defending the law itself. Perhaps in a great majority of cases the mob would never get in its disgraceful work if officers of the law did their duty.

"The Tampa incident suggests, also, that the mob spirit is not simply a manifestation of racial antagonism. The victim sought in this case was white. The offense with which he was charged, that of murdering an entire family, was serious enough. But it called for a speedy trial and a strict execution of justice, not for more lawlessness and crime."

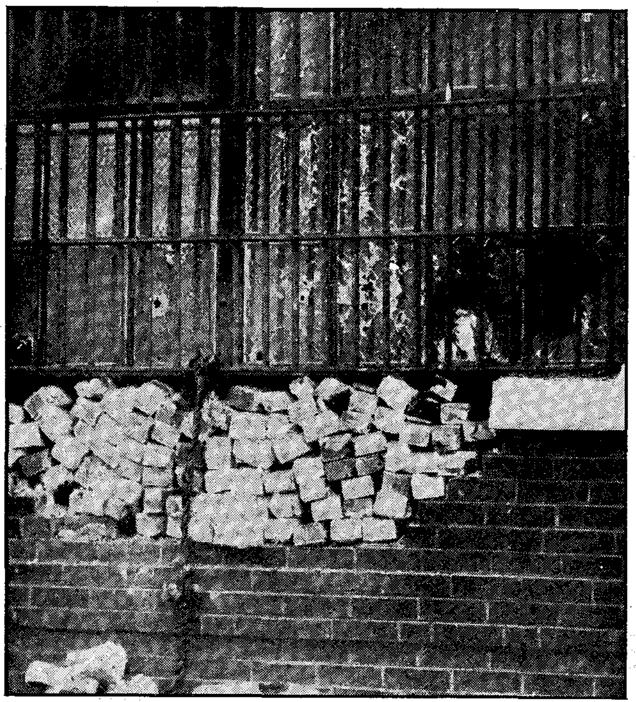
"There can be no two opinions about the propriety of the action of the troops and county officials in repelling the Tampa mob," believes the Norfolk *Virginian-Pilot.* In this Virginia paper's opinion:

"The State of Florida is clearly right and the mob is clearly wrong. It happens that the criminal in this case is a white man. That circumstance may have had something to do with the strenuousness with which the Florida authorities defended him against summary execution, but it ought to have had nothing to do with it. It is the business of organized government to preserve to every person accused of crime the trial rights guaranteed him by the Constitution, and to resist with all the power at its command any effort to rob a person of these rights.

P. & A. photograph

THE SHERIFF'S AUTOMOBILE

And that of one of his deputies. These were parked in front of the Tampa jail when the mob stormed the structure in an attempt to lynch one of the prisoners, and were burned by the mob.


P. & A. photograph

TAMPA'S $300,000 MOB-PROOF JAIL

Battered by a huge stick of timber, hauled to the scene by a truck, and handled by fifty members of the mob which sought to lynch a confessed murderer, and its windows riddled with bullets, the Hillsborough County jail nevertheless held off the besiegers, altho they returned to the attack three nights in succession.

"The business of lynching is no longer the safe sport that it used to be. It is coming to be recognized as something inexpressibly foul, to be proceeded against, prevented or punished at all costs. Something of this new spirit is behind Florida's stern challenge to mob rule at Tampa. It is in the last degree regrettable that this course has involved the death of several persons, some of them innocent onlookers, but the authorities are not to be blamed."

"Cold steel and hot lead," thinks the Macon *Telegraph*, "will do more to cure lynchings than anything that could happen." In the St. Joseph *News-Press* we learn that—

"Most Southern States are manifesting a wholesome disposition to discourage the practise of lynching. They wish to redeem their reputation for law and order, but more especially they wish to prevent anything in the way of a Federal anti-lynching law, which they believe would be an encroachment upon the principle of States' rights. They are opposed to such legislation as that contemplated in the Dyer bill, which may be reintroduced in the next Congress, and to justify this opposition they are demonstrating that there is no necessity for outside law to step in."

In the opinion of the Houston *Post-Dispatch:*

"The law-abiding people of the South need to bring the strongest possible pressure to bear upon peace officers, grand juries, and other servants of the State.

"They should demand that peace officers defend prisoners against mob violence, to the last ditch, as the officers at Tampa did; 'shooting to kill' whenever necessary. They should demand that attempted mob violence be drastically punished, no matter if the attempts were not successful.

"Rigid State laws providing that any peace officer who surrenders a prisoner to a mob be automatically thrown out of office are needed.

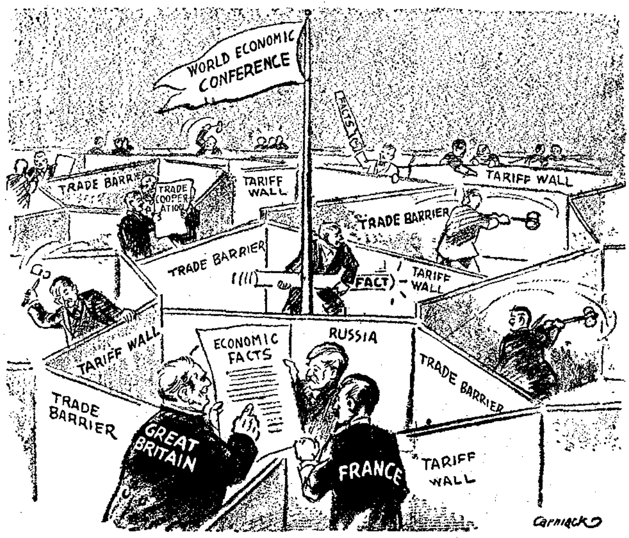
"Mob violence is by no means confined to the South, but it occurs most frequently in Southern States. Unless the people of the South can stamp out lynching, they will have nobody except themselves to blame if the Federal Government takes the lynching question into its own hands."

"ECONOMIC DISARMAMENT" AT GENEVA

"ECONOMIC DISARMAMENT" was the cause which brought representatives of every important nation on the globe to the recent conference at Geneva. And "few international gatherings since the war have had a world-wide significance equal to that of the Economic Conference which closed on May 23," believes the New York *World.* Not only members of the League of Nations sent delegates; the United States, Russia, Mexico, and Turkey were represented at this conference, sponsored by the League, to arrive at some general economic accord between the nations whereby the channels of trade might be opened to the benefit of all. For three weeks some fifteen hundred delegates representing forty-six nations struggled with plans to stabilize economic conditions throughout the world. In fact, writes Herbert Feis in the New York *Times:* "The whole world has been shaken into the perception that it must bring some reason and order into the economic relations that transcend national borders." "The post-war years have demonstrated that what happens in Europe can not be a matter of indifference to the United States," agrees Leo Pasvolsky in a Baltimore *Sun* article. We read on:

"Specifically, Europe is America's most important customer and has lately become the largest field for the investment of American capital. We have a very definite and substantial economic stake in Europe.

"The chaotic condition of Europe's organization of production has a direct bearing on our industry and agriculture. European tariff barriers and other trade restrictions operate not only against the immediate or close neighbors of each particular country, but also against the United States."



"TRYING TO GET TOGETHER"

—Carmack in *The Christian Science Monitor.*

The underlying idea of the documents prepared by the various delegates to the conference, according to John Gunther, Geneva correspondent of the Chicago *Daily News,* "may be exprest in two sterling interlocking theories: First, unrestricted and disorganized economics make for war. Second, equitable development of international trade makes for peace."

The Economic Conference, we are reminded by the Baltimore *Sun,* could do nothing except discuss the matters that came before it. In fact, to quote the Louisville *Courier-Journal:*

"The sole object of the conference was discussion. The result has been a better understanding of conditions, an agreement as to needed reforms, and a spirit of cooperation.

"No international agreements were made, but the bases for them were proposed. Herein is the benefit of the conference. It has clarified a most dubious situation. It has opened the way for a speedier solution of present difficulties. As one writer on the subject has said: 'The delegates will go home and report to their respective governments. Nothing revolutionary will happen. But it is a good thing to have views exchanged, to talk over with others certain mutual problems and even to pass resolutions. Only by such measures can international education proceed.'"

The work of the conference, says Mr. Gunther in Geneva dispatches to the Chicago *Daily News,* was handled by three big general committees—commerce, industry, and agriculture. The commerce group, through its three subcommittees, we are informed, reached on May 18 a general agreement on the following recommendations:

"1. If Europe is ever to recover its prosperity, a movement must begin at once for lower tariffs.

"2. The States should proceed to remove all barriers which are the artificial results of the war.

"3. Commercial treaties should be for long, and not for short terms, and assure equality of treatment.

"4. Mutual grant of unconditional, most-favored-nation treatment as regards condition of trade is essential.

"5. An identical tariff system as regards nomenclature throughout all Europe is essential.

"6. Export prohibitions should be abolished.

"7. All internal taxes should be applied identically to nationals and foreigners.

"8. Exceptional tariffs and similar discriminations should be supprest.

"9. The States should refrain from sudden or frequent changes in their customs duties.

"10. Dumping should be restricted or abolished.

"The agricultural group likewise reached a general agreement. Its main recommendations are:

"1. Cooperative farmers' societies are desirable.

"2. International collaboration with regard to credit for farmers should be initiated.

"The third great committee, that on industry, has adopted:

"1. A qualified indorsement of the American scheme for rationalization, that is to say, standardization; simplification of production, elimination of waste of raw materials, and cooperation in distributions.

"2. Proposals to simplify and unify the statistics of all countries on an international basis.

"The American delegates are said to be delighted with these proposals, which are essentially American and have been adopted.

"So far as specific recommendations are concerned, the American statement applauds definite resolutions having the following ends:

"1. Abolition of import and export prohibitions which are hangovers from war conditions.

"2. Simplification of tariffs.

"3. Greater stability of tariffs in order to avoid losses caused by frequent and sudden changes.

"4. Standardization of nomenclature in statistics.

"5. A guarantee of equality of treatment by commercial treaties running for long periods and containing the most-favored-nation principle on the broadest terms.

"6. Abolition of export or other taxes burdening the free movement of raw materials.

"7. Rationalization of methods in industry.

"8. Aid to farmers by cooperative producers' and consumers' associations."

"Whether definite results will follow these professions of economic faith is a question for the future," thinks the Providence *Journal.* To this New England daily:

"It is obvious that the resolutions are meaningless unless the nations whose economic programs need revision undertake such revision in accordance with the principles incorporated in them. It is disappointing that more active steps to effect concrete reforms in the European countries where they are most needed were not taken during the sitting of the conference. If those countries have a real desire to abolish such post-war economic evils as still afflict them, notably excessive tariff barriers, unstabilized currencies—where they still exist—and ancient customs practises at borders which act as a restraint upon commerce, the resolutions adopted at Geneva point the way to reforms. But that, of course, is all that they do. They are of no practical consequence unless profest good intentions are translated into action by the governments of the various countries that need to undertake reforms."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

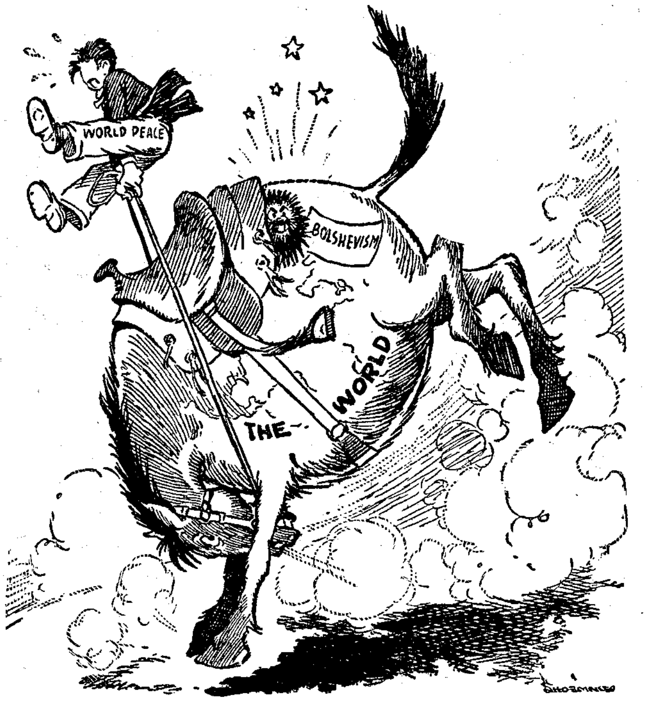
The Mississippi flood has nearly reached its source.—*Boston Herald.*

The crew of the *Columbia* was glad to have the hail left out.—*Springfield Republican.*

Farmers are asked to give cattle to the flood victims. To cow the elements?—*New York Evening Post.*

The pedestrian who allows the grass to grow under his feet soon finds it growing over his head.—*Detroit News.*

The last of the hairpin manufacturers of France, who recently failed, might have been saved if he could only have thought of some way of using them with beards.—*New York Evening Post.*



THE BUR UNDER THE SADDLE

—Shoemaker in the Chicago *Daily News.*

There is still a record waiting for the first grandmother to fly across.—*Springfield Republican.*

After mature deliberation Tampa decided not to lynch the Florida National Guard.—*Dallas News.*

Our idea of a life job is membership in the committee Chicago has just appointed to investigate crime.—*New York Evening Post.*

South Dakota will be the first State in the Union to hold a Presidential primary election. Canny Cal.—*Webster (S. D.) Journal.*

If you think Mr. Coolidge is not a politician, consider his vacation in the Black Hills in connection with the colored delegates.—*Dallas News.*

America seems to be solving the problem of flying, but nobody has yet come forward with a convincing plan to make farm prices soar.—*Virginian-Pilot.*

It appears that there are almost as many persons who know how to control floods as there are who think they can run a newspaper.—*New York Evening Post.*

Fortunately, these Nicaraguans who are being disarmed by our forces don't take the Chicago papers.—*Detroit News.*

Our paper money is to be made smaller. Already we are stretching ours to make ends meet.—*Greenville Piedmont.*

With the Red menace, the Yellow peril, the blue laws and the negro problem, this is certainly a colorful world.—*Florence (Ala.) Herald.*

Mussolini aspires to have the greatest and finest armed forces in the world. It seems to indicate that he can't remember as far back as 1914.—*Nashville Banner.*

Mussolini is backing the project to exhume Herculaneum, and our understanding is that as soon as the city is uncovered, he's going to dare Vesuvius to do it again.—*Kansas City Star.*

China has put its first refrigerator car in service between Shanghai and Nanking. This is an excellent indication that they are going to keep something cool there at least.—*Christian Science Monitor.*

The French Government is going to put a bunch of obstreperous royalists and another lot of equally unruly radicals in jail. It might be a pretty good scheme to lock them up together.—*Manchester Union.*

C. A. L.—Charles A. Lindbergh; Chamberlin and Levine.—*Boston Globe.*

Facts are stubborn, but statistics are more pliable.—*Fort Wayne News-Sentinel.*

This, declares a trade journal, is a wireless age. Except, of course, in politics.—*Wall Street Journal.*

A minister preaches on the "ten deadly virtues." There used to be more of 'em.—*New York Evening World.*

Lindbergh's old flivver is being trotted out into public gaze. An old flivver has something of the same relation to a man's past as a log-cabin birthplace formerly did.—*Wichita Eagle.*

Us Democrats ain't a mite more hostile to the third term than we were to the second.—*Dallas News.*

And no elephant bones have yet been found in South Dakota's vast sepulcher of fossils.—*Boston Herald.*

"Then if ever come perfect days," sang the poet of June. This year they are to come if we have 'em.—*Nashville Banner.*

"Cart before the horse" used to signify the height of folly. Modern version is "quart before the hearse."—*Wall Street Journal.*

The only thing that can be said for these people who keep on predicting the end of the world is that they get a little bit closer every time.—*Detroit News.*

Why should the Treasury decide to make money smaller when even in its present proportions it slips so easily through the fingers?—*Virginian-Pilot.*

A man has started to ride from Buenos Aires to New York on horseback, and we don't know whether he's kidding Lindbergh or the Prince of Wales.—*New York Evening Post.*

Commander Byrd now has his choice among Rome, Moscow, Constantinople, and Calcutta.—*New York Herald Tribune.*

Disarmament is a help, but what the world needs is a history schoolbook that reads the same in all countries.—*Detroit News.*

Some Republicans think the least said about a third term the better, and President Coolidge is just the kind of man to say it.—*South Bend Tribune.*

Coolidge is to keep the newspapermen thirty-two miles away from his Black Hills lodge. Perhaps he is in mourning over the death of his Spokesman.—*Wichita Eagle.*

London and Paris have named cocktails after Lindbergh, and if they're made of American liquor it might be a good idea to serve a parachute with each drop.—*New York Evening Post.*

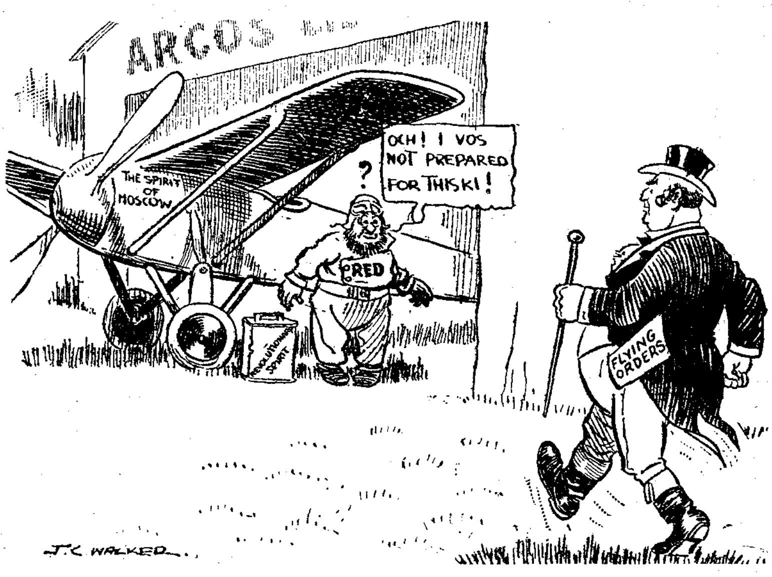
The General Federation of Women's Clubs is convinced that girls still prefer home life, but the divorce records go farther and show that many girls even prefer two or three home lives.—*Indianapolis News.*

Mussolini insists his successor hasn't been born yet, but perhaps as long as Mr. Barnum's famous biological theory holds good, there is no necessity for a successor for Mr. Mussolini.—*Kansas City Star.*

FOREIGN - COMMENT

BRITAIN'S BREAK WITH RUSSIA

ENGLAND HAS BANGED, bolted and barred the door on Russia justifiedly, say some British editors in approving the Baldwin Government's severance of relations with Moscow as the result of the police raid on the premises of Arcos, Ltd., in London, the organization, registered as a British company, through which the Soviet Government conducted its trade with Great Britain. The Labor party protested against the rupture of diplomatic relations with Russia, but London press dispatches advise us that its motion was defeated in the House of Commons by the substitution of a Conservative amendment approving of the rupture of all but normal relations. Weak-kneed and interested people, says the London *Daily Mail* (Ind.), spread reports that the first consequence of throwing out the Soviet "plotters" will be a heavy blow to British trade, and it continues:



ANOTHER LONG FLIGHT BEGINS

—*The Evening Express* (Cardiff).

"The tale of a bank credit for $50,000,000, said to have been granted to the Bolsheviks for the purchase of British goods, is being industriously used as a red herring to draw public opinion off the track of Moscow's agents in London.

"The truth is that when Moscow has given us trade orders in the past, it has given them because it could not avoid doing so, nor buy its goods anywhere else cheaper. The argument which the feeble-hearted are using to-day is precisely that which they used in 1921, when the nation was deluded into granting the Soviet criminals such facilities for trade as no honest country enjoys. The result has been the gain of a small and precarious amount of trade, which has never reached 1 per cent. of our exports, whereas the Soviet has dumped and sold here large quantities of its stolen goods.

"In return for this 1 per cent. addition to British exports, there has come a very serious increase in seditious propaganda and political intrigue. Moscow has stirred up and financed strikes in Great Britain which have cost us enormous sums; and has attempted to sap the loyalty of the Navy, Army, and Air Force. Abroad the Soviet has engineered an anti-British campaign in China, which, from first to last, promises a loss to the British people of at least $250,000,000."

Sufficient information was given to the House of Commons by Mr. Baldwin, the London *Daily News* (Lib.) remarks, to make it clear that the offices of Arcos, Ltd., and the Russian Trade Delegation have been habitually used as the clearing-house for subversive correspondence, and that military espionage and other hostile activities throughout the British Empire and in North and South America have been directed and carried on from Soviet House, and this journal adds:

"We do not think any reasonable person in this country or abroad will pay the slightest attention to the angry assertions of Moscow that the incriminating papers are forgeries skilfully executed under the sinister direction of Sir William Joynson-Hicks. Whenever Moscow is found out by documentary evidence in a Communist intrigue in any part of the world, it announces with parrotlike reiteration, that the evidence is forged. In this case the mass of evidence seems to be conclusive, that the Russian Government has shamelessly abused its position under the camouflage of a trading organization which received special facilities from the British Government.

"It is, of course, notorious that the Russians have repeatedly broken their pledges under the Trade Agreement, and that they have been plotting steadily against British interests abroad, and against the 'capitalist State' at home in whatever form was most readily available. But their latest method of attack through an official agency in London is not defensible on any conceivable ground. Mr. Baldwin's revelations will cast discredit upon their relations with all other civilized countries; and the universal publicity given to these revelations will do infinitely more, in our opinion, to bring the Russian Government to a sense of the incongruity and the danger of trying to live in two utterly different worlds than the formal act of severing diplomatic relations. Evidently the British Government is no more anxious to lose trade with Russia than the Russian Government is to lose trade with Great Britain; for Mr. Baldwin announced, rather surprizingly, that Arcos is to be allowed to continue its 'legitimate business,' and apparently nobody on the staff is to be arrested or deported. Whether it will be at all possible to buy and sell under the embarrassing conditions of passive war remains to be seen."

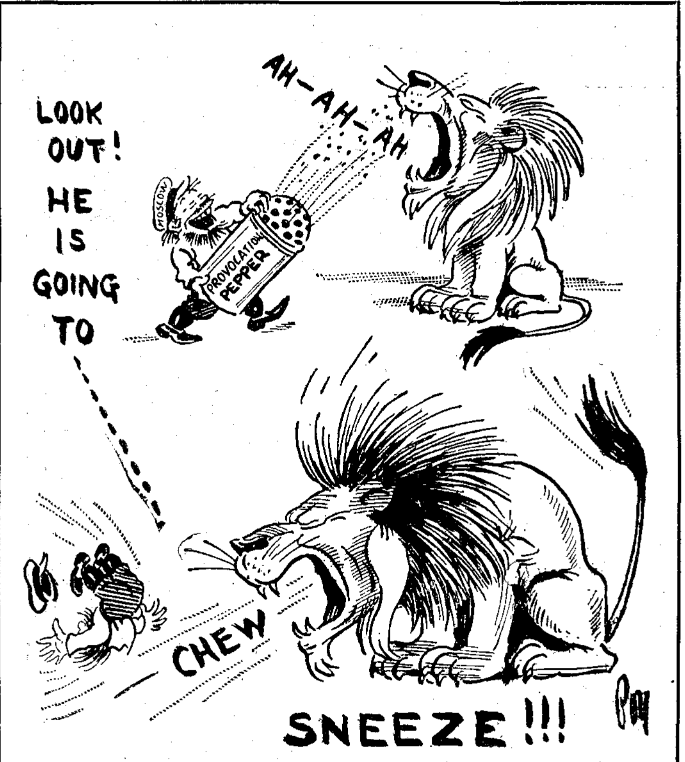
But what is clear, *The Daily News* goes on to say, is that England can not permanently ignore a great European nation of some 160,000,000 people, and for its own sake and in the cause of peace generally, England will have to resume direct contact at some time in some form. According to this newspaper, the two main considerations to be borne in mind by British statesmanship are:

"(1) That, from various causes, Russian propaganda is beginning noticeably to lose its effectiveness in the East and in British spheres of influence elsewhere, and (2) that leading Russian politicians, in spite of their baleful passion for interfering in other people's business, are painfully emerging from the crudities of the original Communist régime. The time will come when the new Russia must see that it can not flirt with capitalism or cooperate profitably with capitalist countries, and at the same time promote an anticapitalist world revolution. For the Western governments, firmness and patience should continue to be the twin watchwords of their Russian policy."

The London *Daily Express* (Ind. Cons.) thinks that none but the most irresponsible elements of public opinion will feel but pleased at Britain's break with Russia. Assuming that the Government could do nothing else, and assuming that British patience could continue no longer, this journal reminds us that Russia still remains a vast country peopled by millions of human beings puzzled and ill-led, yet groping through tragedy and disillusionment toward salvation, and it is further declared that:

"The break with her benefits nobody. It is one of those events in history that put back the clock for the nations concerned. No one will contend that the Russians have not deserved the rebuff. Their stupid and malicious interference with our affairs has ruled them out of court a thousand times. They have continually broken agreements to which they have put their hands. This has been common knowledge. Everybody has been aware of their propaganda, and of the improper uses to which the facilities they were given in this country were put. They have been warned again and again, and they have no excuse for protest if they have disregarded those warnings and overestimated British Ministerial patience.

"They have got what they deserved. Whether anything effective is achieved by giving them what they deserved is another matter. For some time the more extreme elements in Russia have been losing their hold. The force of economic necessity has been purging the Soviet régime of a good deal of its political stupidity. This was shown by the recent Russian gesture at Geneva, when she asked for readmission to the comity of nations. It was really too much to expect that the Bolshevik leaders would cease their world agitation all at once. Cutting off relations with Russia may, indeed, encourage them to greater efforts. But the world long ago discovered that the poison in the Russian arrow was becoming weaker and weaker."



BEWARE THE BRITISH LION!

—*The Evening News* (London).

Holding no brief for the Russians, "whose political creed compels them to be treacherous associates," nevertheless the London *Evening Standard* (Ind.) wonders whether they have done any harm which the new policy will in future prevent. If it is hard to see what is gained by the break with Russia, it is by no means so hard to see what is lost, according to this newspaper, which proceeds:

"Nearly a year ago Sir Austen Chamberlain said that, 'if we break off diplomatic relations with Russia, we not only introduce a new and disturbing issue into our domestic politics, but we introduce a new and a disturbing issue into European politics.' That is as true now as it was then. Indeed, in one respect it has even more force to-day: so far as domestic politics are concerned, a more unfortunate moment could not have been chosen. As for European politics, the results are already apparent in the conflicting reports as to whether France will follow our example or not.

"It might, indeed, have been necessary for us to face these difficulties, to act drastically and to accept the consequences. But what is lacking is any attempt to prove that it has suddenly become necessary. If it is the right course to take now, then it was the right course long ago, as long ago as the incident of the Zinoviev letters. But it was held, and in our judgment correctly held, that the advantage to be gained would not counterbalance the inevitable damage to trade and finance. In this respect the position has not altered. All that has happened is, that the Government has chosen the worst moment to do something that ought to have been done after the last general election if it had to be done at all."

A caustic critic of the Baldwin Government is the London *Daily Herald* (Labor), which reviews England's relations with Russia, and charges that armed efforts to break the Russian revolution were repeatedly made with the assistance and connivance of the Coalition Government, and it alleges further that:

"These efforts would have culminated in full-scale war if it had not been for the prompt and effective mobilization of public opinion in this country by the Labor movement. The signing of the Russian Trade Agreement six years ago was a step toward bringing about an improvement in the relations of the two countries. Mr. Ramsay MacDonald, as Foreign Secretary, advanced that improvement a stage further by according Russia diplomatic recognition. The next development was the formulation of the Treaties with Russia—treaties which were destroyed by the General Election of 1924, in which the Zinoviev letter, of infamous memory, played so notable a part. From that day to this prominent Ministers have not ceased to throw grit into the machine of Anglo-Russian relations."

Alexis Rykoff, President of the Council of People's Commissars, is quoted in Moscow Associated Press dispatches as declaring before a plenary session of the Moscow Soviet, that the British rupture with Russia is "a prelude to war," and we read further:

"The international situation, therefore, was pregnant with grave complications, he said. The British Government, he asserted, wished to improve its position by provoking war, in which it hoped to play a leading part, leaving 'the dirty part of the work' to other peoples, who, being thereby weakened, would be subordinated to Britain. To this danger, he declared, the Soviet Union opposed a steady policy of peace.

"Other points in the president's long speech were that the British Government's charges against the Soviets since 1921 had always been based on forged documents, and that Great Britain had long actively engaged in spying on the Soviet Republic. A group of captured spies, who had acted in the British interests, were now in prison, he said, and one had been shot."

In the above-quoted Labor organ, the London *Daily Herald*, we read that Russia's note of protest against the Arcos "raid" was handed to the British Chargé d'Affaires in Moscow and—

"begins by 'resolutely confirming and upholding' the protest made by Mr. Rosengolz.

"It then proceeds to point out that in the negotiations for the resumption of trade relations, the Soviet Government laid special stress upon the guaranteeing of full immunity to its trade agencies abroad. No objection was raised, and 'the principle of the immunity of the Trade Delegation was embodied in the fifth article of the Trade Agreement of 1921, which has now been violated by the British authorities in the grossest and most insulting manner.'

"To search the premises of a business firm of the standing of Arcos, continues the note, was in itself an unprecedented action, tending to create want of confidence and hostility.

"But the violent irruption of the police into the premises of the Trade Delegation is a flagrant violation of the fifth article of the Agreement of 1921. The police examined and took away from the personal bureau of Mr. Khinchunk papers, including ciphered correspondence and ciphered codes.

"The officials of the cipher department were subjected to violence and even beaten."

POLITICAL STABILITY IN JAPAN

PEACE IN POLITICS in Japan for the next five years under the government of the Tanaka Ministry is predicted by those journals that have favor for it and confidence in it. Even the operation of the universal manhood suffrage law next spring, it is said, will cause no disturbance. What remains to be seen, we are told, is the use the Tanaka Ministry will make of its opportunities. In the Tokyo *Trans-Pacific*, an American-owned weekly, Dr. S. Washio reminds us that there will be a general election early next year, and he feels sure that there is not much room for speculation as to which party will become dominant, and he goes on to explain:

"The Seiyukai and the Shinto Club—arising out of the coalition of the old Kenseikai and the Seiyuhonto—will be the two major parties. Between them there may be several small minority parties, but they will be so insignificant that for all practical purposes the two-party system will prevail. And judging from all the indications available at present, there seems to be little doubt that the Seiyukai will return victorious from the general election. It may even have an absolute majority. That will place the Tanaka Ministry safe for four years more, barring an accident."

P. & A. photograph

TOASTING THE NEW JAPANESE GOVERNMENT

Baron Tanaka, Japan's new Premier—in center—with members of his party, the Seiyukai, pledge success.

The Shinto Club, we are then advised, was not formally inaugurated until June 1, altho it functioned as one party in the special session of the Diet. The old Seiyuhonto, Dr. Washio relates, has lost twenty members to the Seiyukai and—writing before June 1—he predicted that by that date there would be more desertions. Those who hesitated at desertion during the special session of the Diet, when the Shinto Club had a clear majority and the position of the new Ministry was precarious, would no longer have any scruple against joining the Seiyukai, he thought, and he adds:

"In view of the fact that a general election has to take place next spring, whether the Diet wants it or not, and the Government party has an overwhelming advantage against the Opposition in the supply of election funds and other conveniences, prospective deserters have an additional inducement for not remaining in the Shinto Club. So, in all probability, when the formal inauguration takes place on June 1, we shall find the strength of the two parties about equally divided. From that to a relative majority of the Seiyukai through the general election is but a short step. We do not know how the nascent labor parties and independents and other small parties now existent can poll. Whether the Seiyukai will have an absolute majority or not depends largely on the relative strength these neutral groups can score. But even if the Seiyukai can't have an absolute majority, it can very easily muster a working majority in the Diet after the general election. Rarely has a new Ministry started its reign with so rosy a prospect as the present Tanaka Ministry. The Seiyukai supremacy at the time of the late Mr. Hara has virtually returned. Nothing but an unforeseen accident can possibly dislocate this power."

Internally the new Ministry is coherent, we are further informed, and the Cabinet is made up exclusively of Seiyukai men. Of course, the Army and Navy Ministers are not party men, Dr. Washio notes, but having been chosen entirely by Baron Tanaka's discretion, they are not likely to act against him. Another non-party man is the Minister of Justice, but it appears he also is a special acquaintance of Baron Tanaka and is "likely to be more docile than a purely party man." We read then:

"Thus, the Tanaka Ministry is exclusively a Seiyukai Cabinet. There is no foreign element included in it. The Kenkyukai in the House of Peers, which has been in the habit of participating in almost all new Ministries, has been completely ignored. Compare this case with the formation of the first Kenseikai Ministry under the late Count Kato. That Ministry was a coalition Ministry, and internal discord was predicted from the day of its formation. It was made worse by the inclusion of four parliamentary Vice-Ministers from the Kenkyukai. The result of this internal incoherence showed itself in less than a year in the dissension in the Cabinet, which led to the resignation of the first Kato Ministry. Fortunately, the Genro recommended Kato again, and the second Kato Ministry was reorganized on a straight Kenseikai basis, but there were still the four parliamentary Vice-Ministers from the Kenkyukai. Then came Mr. Kato's death and Mr. Wakatsuki succeeded him. . . .

"The solid and determined front of the new Seiyukai Ministry offers a remarkable contrast to the incoherent Wakatsuki Ministry, which was made the object of intrigue and unscrupulous attack because of its internal weakness. The new Ministry is a great improvement in this respect. It is not expected to succumb to intrigue, and this general belief itself will stay the hands of intriguing politicians of the Kenkyukai. However one may be inclined to discredit the Seiyukai from its past records of maladministration and unscrupulous inflation, its strength and determination are its credit and go a long way toward clarifying the political atmosphere of the country. Usually in this country, no sooner is a new Ministry formed than its downfall is predicted. The critical stage of the new Seiyukai Ministry was in the special session of the Diet, but with that out of the way now there is every reason to believe that the Opposition is rendered powerless and the Seiyukai reign will continue for the next five years.

"The Opposition's talk of a no-confidence resolution was a mere threat. Many M. P.'s did not personally wish to have it. Besides, the Opposition leaders had no means of raising funds, and there was the danger of increasing deserters to the Seiyukai.

"We have at last political stability. This stability will not be disturbed even by the operation of the universal manhood suffrage law next spring. It remains to be seen what use the Tanaka Ministry will make of this rare chance. Let us hope that its strength will not be made the source of the abuse of power as it was at the time of the Hara Ministry."

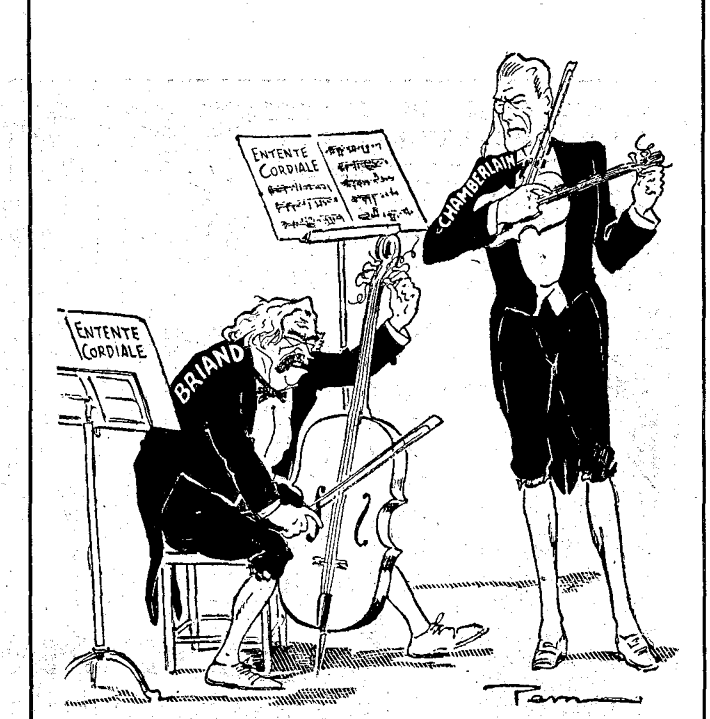
THE ANGLO-FRENCH "UNITED FRONT"

ANGLO-FRENCH FRIENDSHIP is firm enough as it stands, but conditions in Europe are such that an outward manifestation of the bonds of amity and interest which unite Britain and France, we are told, could only have a salutary effect in Europe and in the two countries most concerned. That is why the visit of President Doumergue of the French Republic with the French Foreign Minister, Aristide Briand, is held to be a ceremonial of great import. Pomp and circumstance marked the whole journey of the French President, we learn from London press dispatches, and while French destroyers and submarines escorted his steamer across the Channel, when he arrived in sight of the chalk cliffs of Dover, he was met by British war-ships and airplanes. As the London *Morning Post* sees it, the entente which began in policy, was confirmed in suffering, and proved in peril, and good Frenchmen and Britons have not forgotten, nor are likely to forget, those close and testing ties of comradeship in arms which led to the triumphant conclusion of the Treaty of Versailles. This newspaper then expresses the hope "that in the danger which now so obviously threatens Western civilization from the East, France and England will see that in a united front lies the best prospect of safety." Says the London *Daily Telegraph:*

> "London since the war has known many distinguished visitors whose coming bore witness before the world to the friendship between their countries and our own, but this week's visit of State is a reminder of the most intimate and valued of such connections which for more than twenty years it has been the first care of French and British Governments to maintain and to strengthen, which has been proved by the severest of all tests, and which has but been fortified by the stresses of the period of European reconstruction and readjustment after the laying down of arms."

In reviewing the relations between England and France from the far past to the present, the London *Times* reminds us that for centuries the growth and expansion of France and of England were conditioned by the kind of intercourse that meant constant rivalry and frequent wars, and this newspaper continues:

> "French influences are deep here. We absorbed them and freed ourselves from them. France, in her turn, freed herself from us. The most bitter conflict came in the Napoleonic wars. Then the narrow limits of the old struggle were transcended. A new British Empire came into existence. During the last century France affirmed herself in dominions beyond the seas. There was friction during this period of hardly premeditated expansion, but a growing sense of new and common dangers led to the conclusion of the entente. The dangers were faced and overcome by a united effort. But after this intense and joint struggle both nations looked out upon an entirely new world. They are changed and the world is changed. The scope of all the policies that France and Great Britain have to consider is far wider than before. The tasks that confront their statesmen are even more complicated than those that confronted the makers of the entente.
>
> "They are not narrowly local, they are not Western European; they are world tasks, because neither country can restrict its interests now to the little area within which we long ago made war and peace, or even to the region within which, it may be hoped, peace has been guaranteed by Locarno. France is in some respects more conservative than we are, since industrial growth and imperial responsibility have for years made our people constantly susceptible to the changes that must come.
>
> "But France has been rapidly transformed since the war. She has now her modernized industry, whose demands are reflected in the latest tariff bill. Her people are also growing steadily more conscious of their responsibilities beyond the seas; and it so happened that, just after the Conference of Colonial Governors met here last week, M. Poincaré made a speech that reflected a new French attitude to the colonies in Asia and in Africa. Both France and Great Britain, changing themselves, exposed to the play of every modern influence, but still deeply rooted in their own traditions, have to grapple with all the wide range of modern social and international problems.
>
> The simple fact is that in this new state of affairs we are very close neighbors. Not only can we not afford to quarrel; not only would it be absurd for us to renew those conflicts of the past that were big in their time, but seem petty enough now; but the very fact that we are so near, that intercourse is so close, and that we have so many common traditions constitutes a joint responsibility in the world as it is to-day."



FRENCH IRONY

It's not so easy to get these instruments in harmony.

—*La Victoire* (Paris).

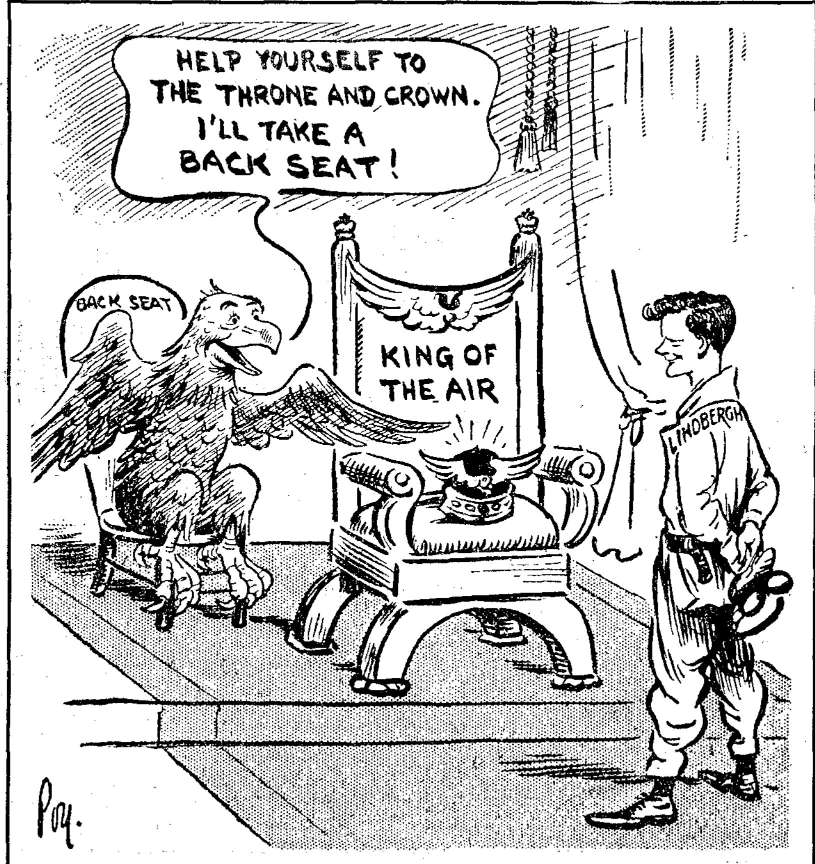
The Yorkshire *Evening News* (Leeds) calls attention to the fact that French constitutional practise obliges the Foreign Minister, Mr. Briand, to accompany the President of France on journeys abroad, and in company with other newspapers it felt that there would be no doubt that Mr. Briand's presence in England would be the occasion for discussions on various foreign topics between him and the British Foreign Secretary, Sir Austen Chamberlain. The most important question in the view of this daily is the occupation of the Rhineland, and it observes:

> "It is essential that this should be discust at once if the good results of the Locarno treaties are not to be endangered. In order to safeguard the future peace of Europe, Germany made great sacrifices at Locarno. That nation renounced any intention of recovering by force what it had lost by force, a remarkable declaration by a defeated nation, and one rarely, if ever, made before. In addition, Germany has practically fulfilled all the obligations imposed on her as regards disarmament by the Treaty of Versailles. In return Germany asks that the Locarno principle should be applied, and that the occupation of the Rhineland by foreign troops should be ended."

The Entente Cordiale is a necessity for England, remarks the Paris *Journal des Débats*, which notes at the same time that the British Government is disinclined to form fixt alliances, because it prefers to maintain its freedom of action. France should keep this in mind, according to this newspaper, which points out, nevertheless, that Premier Baldwin and Sir Austen Chamberlain will undoubtedly be convinced that in order to insure protection for the British Empire from the dangers that menace it from various sides, it is indispensable that it have an understanding with other Powers. This daily goes on to say that England is no longer an island, except in name, that the British Empire is not an island and that the policy of insularity is a thing of the past.

LINDBERGH AS A COLUMBUS

MERCHANT ADVENTURERS and explorers came to this country in plenty, we are reminded, after Columbus had found out the mysterious way, and airmen in plenty will cross the Atlantic to Europe, but the fact will remain that Capt. Charles A. Lindbergh is the Columbus of transatlantic flight from New York to Paris. His triumph has reopened the possibilities of transatlantic aviation, in the view of the London *Daily News*, which observes that after the first gallant achievements of 1919 it seemed as tho the passage of the Atlantic by air would remain an enterprise as rare and hazardous as the early attempts to discover a northwest passage to India. But Captain Lindbergh, it is noted, without a companion and without any kind of wireless equipment, crossed the Atlantic in thirty-three hours, and his feat is said to be not merely a tribute to that spirit of gay audacity which has brought to man so many triumphs over nature but also is "a guaranty of the increasing stability of the airplane." It is natural and right that the success of Captain Lindbergh should have aroused the most enthusiastic admiration not only in the United States but in Europe, says the London *Times*, which adds:


HELP YOURSELF TO THE THRONE AND CROWN. I'LL TAKE A BACK SEAT!
BACK SEAT
KING OF THE AIR
LINDBERGH
Pay.

THE EAGLE'S ABDICATION
—*The Evening News* (London).

> "The extraordinary scenes at Le Bourget, before and on and after his landing in the aerodrome, were no doubt partly due to the emotional reaction affecting the population of Paris after their prolonged suspense and gradually vanishing hopes concerning the possible fate of their own two fearless airmen, Lieutenant Nungesser and Captain Coli. The time has come when it would seem that those hopes must finally be abandoned, and France is not alone in her mourning for the dead. But if the crowds in Paris and at the aerodrome were so wrought upon by their feelings that they got out of hand, there is no question of the generous sincerity of their congratulations to Captain Lindbergh and to his country.
>
> "The events of these last few days, like the Marchese de Pinedo's great world flight, and the recent Australian flight of Sir Alan Cobham, have deeply stirred the imagination of the public in all nations. To the people who hold up their hands in pious horror at the thought that human beings should wa money and energy and life in the struggle with the air, the ception given to the American airman by the French should come as a clear and convincing proof of the futility of their objections to the pursuit and progress of flying. In the fight with the forces of nature in the air, as in all the other combats of life, nothing, happily, can quell the daring and adventurous spirit that is instinct in man. He must always have fresh world conquer, and to talk of putting a stop to the exploitation of machines, however rash or costly the enterprises may be, is to attempt to put back the hands of the clock."

It is the singlehandedness of the Lindbergh flight, without wireless and sleep, and with the scantiest of provisions, that marks it out as exceptional in its hardihood, its skill and its luck, declares the London *Westminster Gazette*, which adds that in all the hazards and conquests of the air "insular national emotion is swallowed up in the pride that man as man is registering a fresh victory over the laws of nature, or, more precisely, finding new laws in the very lap of nature." The London *Star* is imprest by what been called "Lindbergh luck," and not too ungrudgingly expresses itself as follows:

> "Thanks to his own cheerful courage—and to a following wind—Captain Lindbergh has successfully flown from New York to Paris, and landed without mishap, and with a large reserve of petrol and high spirits. It is a magnificent piece of single-handed daring, and what seemed like foolhardiness has justified itself by succeeding. What would have happened if the wind had changed to the east it is not easy to say, but we note that, the prevailing winds being westerly, Captain Lindbergh did not propose to fly back to America."

Beside Lindbergh's "seemingly casual jump to Europe," the exploits of the pioneers of Atlantic flight made but tame reading, thinks the Manchester *Guardian*, which goes on to say that:

> "But it may well be doubted whether, when flight to America becomes a commonplace, the airplane will be the craft used. For the dispatch rider of the air, perhaps, and for the man who will stake life as well as cash to save time it may have value, but for the average voyager the airship and not the 'plane is the hope of the future in long-distance travel. The initial weight of the petrol that must be carried for such a flight would, if no other condition be considered, effectually bar the 'plane for such uses. For security on such a voyage the navigator must be able, as is a ship's captain to vary his course so as to avoid the worst of weather, and must carry ample fuel to make tr possible. However reliable the heavier-than-air machine may become, it can not fulfil this condition."

Jubilant and generous as the French people and the French press showed themselves over Captain Lindbergh, it is of particular interest to notice the significance that some French newspapers attach to the success of the flight. Thus, the Paris *Journal des Débats* tells us:

> "Of course it will not be to-morrow that Paris and New York are linked together by airplanes running regularly every thirty-six hours. But let us be patient. Before ten years, before five years, perhaps, have elapsed—for the rhythm of progress speeds ahead—the line in question will be in operation, because since midnight yesterday a little more confidence has entered the minds of engineers, pilots, and aviation promoters throughout the world.
>
> "This confidence necessarily does not exclude a certain human humility, and this humility for us Frenchmen is accompanied by a secret melancholy. We remember that only fifteen days ago, on an equally beautiful Sunday, two of the best of our men set out to travel above the stormy immensity of the ocean. They were two heroes, and the American in his triumphal flight could only have met their shades, but their shades would have murmured to him brotherly encouragement."

SCIENCE • AND • INVENTION

AMERICA'S AUTOMOBILE "SATURATION POINT"

THIRTY MILLION CARS is our maximum capacity, according to calculations made by *The Executive's Magazine* (St. Louis), based on researches carried out at the University of Michigan by Prof. C. E. Griffin. When we have that many cars, production will be entirely taken up with replacements, and our total will rise no higher. The safety of our automobile investment as a nation, thinks the editor, Paul W. Brown, depends on our ability to buy and operate 30,000,000 cars, or about half as many again as we have now. He believes that we can do it, and that we shall be doing it about 1934. He writes:

"If our automobile factories keep on making cars at about the present rate, registrations will climb to something over 30,000,000, at which point the situation will become stable and the full present production will be required simply to maintain the 30,000,000 automobiles in use. On the basis of researches recently made we can state this as a fact and not as an 'estimate.' It throws a revealing light upon the grand strategy of automotive policy, and clears up many questions. Our readers know our aversion to prophets and prophecies. This is neither; it is straight arithmetic. The tale runs as follows:

"In 1923 and 1924 the State authorities of Michigan had the inspired idea of requiring each car owner when registering his car to give its year-model. The registrations for these two years were published in thirty-five ponderous tomes. Prof. C. E. Griffin of the Chair of Marketing at the University of Michigan analyzed a representative cross-section of Michigan automobiles, and separated them into age groups. Those who are interested can obtain from the University a booklet telling in detail how Professor Griffin arrived at a general survival curve for automobiles. Enough for our present purpose that Professor Griffin finally developed the following percentages as a generalized life table for motor-vehicles.

"At the beginning of any one year, consider 100,000 new machines to be placed on the market. At the end of the following periods, the survival would be as follows:

6 months	99,780	8½ years	31,930
1½ years	97,730	9½ years	21,960
2½ years	93,330	10½ years	13,950
3½ years	86,580	11½ years	8,050
4½ years	77,660	12½ years	4,180
5½ years	66,990	13½ years	1,920
6½ years	55,310	14½ years	760
7½ years	43,310		

"*The Executive's Magazine* has made a rough application of these statistics to the production of automobiles for every year from 1914 to date with the remarkable result of establishing theoretically, based only on production of past years, a registration which corresponds very closely with the actual registration of every one of the thirteen years in question.

"Going back to 1914 we find that 544,000 automobiles were produced that year for the domestic market. Their average age at the end of the year was about six months. At the beginning of 1915, therefore, according to the table, of every 100,000 of these cars only 99,780 would remain in use. The other 220,000 had gone the way of all flesh. There thus remained only 542,000 at the end of the 1915 registration. By 1916 the percentage had shrunk to 97.7 and the actual number to 531,000 cars.

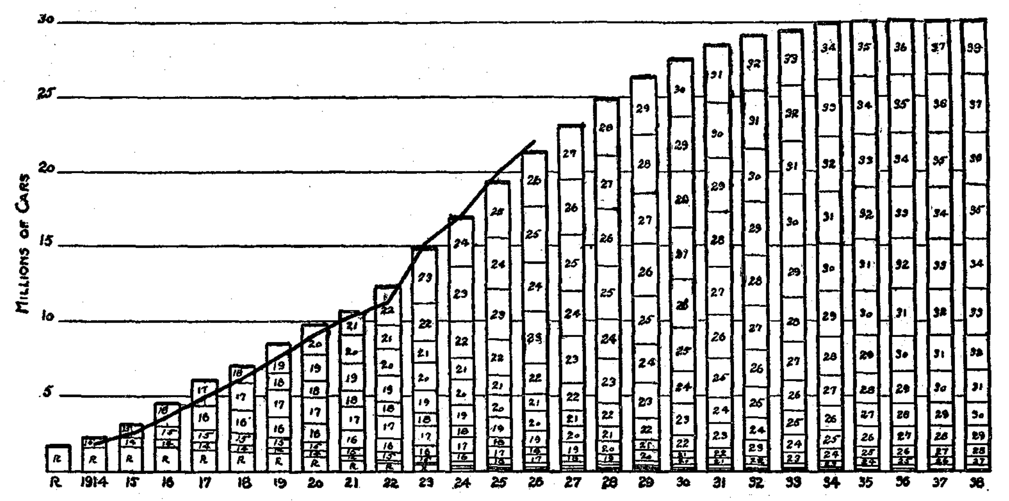
"There were, however, in the registration of 1915, in addition to the new cars and to the cars that came from 1914, a number of cars which had been built in previous years. In order not to make our calculations tedious we assumed all these cars to be six months of age at the beginning of 1914, and decreased their numbers in succeeding years accordingly. This involves an error which may offend engineering accuracy, but for all practical purposes the error is very slight.

"As worked out in our office, therefore, the registration of 1926 was made up of 68,000 cars manufactured before 1914, 43,000 from 1914, 116,000 from 1915, and so on up to the entire production of 1926. Adding these figures together we reach a theoretical registration for 1926 of 21,362,000 cars. The actual figures from the National Automobile Chamber of Commerce show a registration for 1926 of 22,000,000 cars even. The curve published herewith shows the close correspondence all the way up of the theoretical registration and the actual registration.

"These figures successfully reconstruct the past. We accordingly continue our curve into the future, using for every year following 1927 an imaginary production of almost 3,800,000. This was the production of 1925.

"Extending our curve out over the future we found that the registration line stopt its dizzy climb and stabilized slightly above 30,000,000 automobiles. It is thus perfectly evident that the present enormous increases in registration will not continue indefinitely under present production.

"In 1927 we still have with us 99.7 per cent. of last year's cars and 97.9 per cent. of the cars of 1925, and 93 per cent. approximately of the cars of 1924, but back beyond that point the cars of previous years are beginning to lose heavily. Only 86 per cent. of the 1923 cars are still with us and 1922 is represented by only 77 of every 100 of its production. It is evident then that as

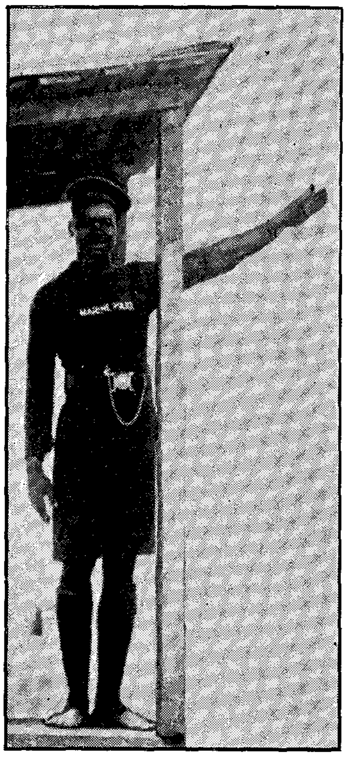


"FUTURE AUTOMOBILE REGISTRATIONS"

"This graph," says the editor of *The Executive's Magazine*, "shows the future course of automobile registrations if a production of 3,800,000 cars per year is maintained (for the domestic market). The first column at the left, labeled R, represents the registration of cars previous to 1914. The next column shows this number slightly reduced, and the new cars added in 1914 are plotted on top of it. The third column brings in the new cars of 1915 on top of the column, a reducing number from 1914 (according to formula), and a still further reduced quantity from previous years. Each succeeding year is made up of the same quantities. By following the figure 22, for instance, to the right, you can see how the registration of cars made in 1922 decreased through following years. If the formula is correct, the tops of the columns should trace a curve corresponding to registrations. The black line from 1914 to 1926 drawn along the tops of the columns is the actual curve of registrations, proving the high accuracy of the theoretical curve. After 1926 we have assumed the production of 1925 to be continued indefinitely to see what would happen to registrations. As shown they stabilize at thirty millions."

soon as the years of light production drop far enough behind, registrations will suffer heavy losses from scrapped machines. At about 1935 registration will cease to gain, or, in other words, we shall lose from the production of all previous years a number of cars exactly equal to the number of new cars coming in. This answers the long-discust question of the saturation point of the automobile industry in an inescapable manner. So many definitions are given the word 'saturation' by people who have discust it, that the term is almost useless. The facts which we have presented, however, answer the question in so far as it is worth answering, that at a 30,000,000 registration the entire automobile industry may make its entire present production for replacement.

"The question of the safety of our national investment in plants to make automobiles and in all the lesser industries which followed the development of the automobile industry simmers down to the question as to whether we can buy and operate 30,000,000 machines in the United States. That is purely a matter of opinion. Our opinion is that it can be done.


IN AFRICA

"Happy on his job," despite the lack of automobiles in his district.

"We now have 22,000,000 automobiles registered. A vast amount of work is still to be done on good roads, and with every new good road development more people find it profitable to own and operate automobiles.

"So far no serious flaw has appeared in the daring time-payment plan for financing consumer purchases of automobiles. Many people to-day are worried about instalment buying of automobiles. You can date that last sentence back as far as the time-payment plan goes, and it will still be true. Examination of the figures, however, convinces us that many as may be the arguments against buying automobiles on time, so long as perverse human being will go without other things and maintain payments on his automobile the plan is a solid one from a business angle. The average American's overwhelming love for his auto provides a credit foundation which, tho intangible, is as strong as the Rock of Gibraltar."

TIME LOST THROUGH COMMON COLDS—The common cold goes to the head of the list as a cause of lost time, we are told by Science Service's *Daily Science News Bulletin* (Washington). In a survey of absences from work in a large industrial firm over a period of ten years, just completed by statisticians of the United States Public Health Service, it was found that colds caused a time-loss equivalent to 1.4 days per year for every man on the pay-roll, and 2.1 days for every female employee. Colds were directly responsible for 39 per cent. of all the absences among men, and 31 per cent. among women. Further:

"Diseases of the general type known as respiratory caused approximately half of all the absences, but were not so common among the women as the men. Women, it would appear from these records, are more liable to disablement from nervous disorders and diseases of the throat and tonsils, but their disabling illnesses are shorter on the whole than the men's. This condition in favor of the so-called weaker sex is counterbalanced, however, by the fact that their absences were more numerous, totaling fourteen calendar days apiece during the whole ten years, while that of the men reached only 8.9."

"STOP AND GO" ALL OVER THE WORLD

TRAFFIC PROBLEMS ARE BY NO MEANS peculiar to the United States; every country has its own, and also its own traffic cops, according to William H. McMahon in *The American Mutual Magazine* (Boston). We have accepted our problem as one of our natural burdens and let the poor pedestrian try to solve it as best he may. Certain well-defined rules have been made by the authorities, and working them correctly gives both driver and walker an even break. One person in every six in this country is registered as owning some kind of a motor-vehicle, so that the foot passenger of the future may well be classed as an antiquity. It is said that the equivalent of a college education is required for any pedestrian to negotiate traffic successfully at some hours of the day. Writes Mr. McMahon:

"With Fifth Avenue in mind, where automobiles multiply by thousands overnight, come with me to the Fifth Avenue of Constantinople. Here we find a gentleman, whose uniform is quite the most correct obtainable, on guard at the crossing. He carries a young sword which sees action only when carving a chicken at home. Peace is written all over him, yet his importance in the community is great. For does he not keep vehicular traffic in motion? The ratio of motor-driven vehicles is one to 5,596 citizens—in other words, there are some 3,000 passenger cars and trucks in all Turkey, and few of these disturb the serenity of our uniformed friend.

"At first glance the English 'Bobby' is attired in a night-dress, but the black-and-white effect not only gives him a chance to direct traffic, but also insures his life against wandering motorists when the fog makes the job a risk rather than a pleasure. In London the streets become quite congested between automobiles and horse-and-man-propelled vehicles. Unlike over here, pushcarts and horse-drawn wagons and trucks demand their share of the highways. On some streets, lanes for each class of carriers are marked out and must be respected, or the most hopeless confusion is the penalty. So 'Bobby' may look serene, but he has his worries.

International Newsreel photograph

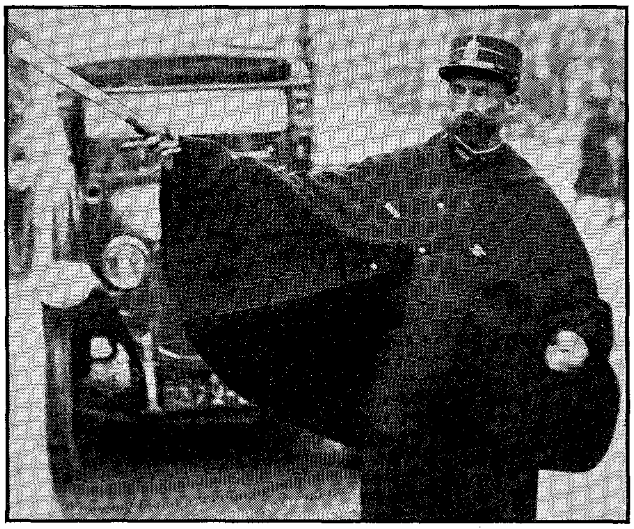
IN GERMANY

"Our smiling friend in Berlin has to contend with problems which would drive an ordinary policeman crazy."

"In Paris, a pedestrian has no rights, apparently. If a motor-vehicle knocks him down, he must prove that he was not in the way of traffic. Like everything else French, style governs the uniform of the gentleman on guard. To make his five feet three inches look like six feet he has grown fierce mustachios, which wave in the breeze like the mane of a horse. Then, lest some wandering driver take him for a piece of scenery, he uses an illuminated baton, which tells its own story. Attending a crossing in Paris is serious business and requires a certain amount of dignity.

"The police in Honolulu have the right idea. They follow the American idea about uniforms, and even have borrowed our station and umbrella for further effect. Like the big brothers on the mainland, Hawaiians have gone in for motoring rather extensively, the ratio being one automobile to every thirteen people on the island. So our traffic friend has something to do besides look pretty.

"Jerusalem, being more or less a suburb of New York City, as yet has no very intricate traffic problems, but for fear a flood of motor-cars should suddenly descend upon this peaceful country, it is only just and right that the street-crossings should be guarded closely. Judging from the picture, one of the requirements of the police department in Jerusalem is that its traffic squad shall be young and handsome, which one could say was in the rule book of any traffic squad in the United States, without stretching the facts.


International Newsreel photograph

IN FRANCE

Leclerco, the French traffic cop, who, according to the photographer, "has the longest mustache in France. It measures a foot and a half on each side. When he was knocked down by an auto recently, the newspapers of the French capital all had something to say about it, for Leclerco has directed street traffic for ten years, and is considered the best-known figure on the boulevard."

"African motor-vehicle traffic at any point in the entire country has not warranted any disturbing thoughts. However, following custom, a member of the Marine Police, with his whistle and pot of tea, comfortably directs the coming and going of pedestrians and vehicles. His shelter looks something like what certain misguided humorists would have us believe to be a reproduction of a station on the Boston and Maine before the late war. However, our African guardian of the peace is happy and contented in his job. So waste no tears on the lack of automobiles in his district.

"Can you imagine a traffic policeman at a busy corner in any of our large American cities trying to direct pedestrians, motor-cycles, all shapes and sizes of automobiles, bicycles, baby-carriages and horse-drawn vehicles? Yet our smiling friend in Berlin has to contend with problems which would drive an ordinary policeman crazy. Many of the men and women go to work on bicycles in Berlin, and one could dodge fifty full-grown automobiles while being run down by one bicycle. The bicycle wins every time. Now try to picture a young army of these machines approaching one motor policeman. It makes the gray hairs several shades grayer, even to think about his troubles.

"Switzerland has evidently borrowed some good ideas from France, in regard to uniform and baton. However, that is only a detail, as motoring in this country is a joy if one knows the tricks of the landlords who await every motorist with hotel tariffs quite beyond understanding. But who wouldn't pay a few dollars extra with all the Swiss scenery thrown in for good measure? Some comic-opera director could use the costume of our Swiss traffic person to good advantage.

"'When in Brazil, do as the Brazilians do.' Following the line of least resistance, we come to a most correctly attired young man, who has a waist which brings out the lines of the costume to the last break. Traffic is not too heavy in this country, for out of every 735 Brazilians, one owns a motor-vehicle, and the rest get there somehow or other. The traffic gentleman seems to be saying, 'Take my picture any time to-day. I will be right here. Undisturbed.' Which caption seems to tell all there is to tell."

CURES FOR POISON IVY—Victims of poison-ivy, poison-oak and poison-sumac can end their troubles very easily, according to James F. Couch of the United States Department of Agriculture. Science Service's *Daily Science News Bulletin* (Washington) reports further as follows:

"'Just ask your druggist to make up a 5 per cent. solution of potassium permanganate,' says Mr. Couch, 'and swab it on the poisoned places with a bit of absorbent cotton or a soft cloth. The permanganate destroys the ivy poison, but does no harm to the skin, except that it makes a brown stain. Most of us do not want to let this remain; and it can be removed by washing with a 1 per cent. solution of oxalic acid. Oxalic acid is a poison, so that if you are afraid of children getting hold of it, you may use instead a 1 per cent. solution of sodium bisulphite, or even just plain soap and water, tho the latter is a bit slow in taking off the stain. If the skin has been very much broken by scratching or otherwise and is raw, the oxalic acid will cause a temporary stinging, and soap and water is preferable for removing stains from such sensitive surfaces. If the skin is very tender, the solution of potassium permanganate may be diluted with water before using.'

"The permanganate treatment is recommended only as a remedy for poisoning that has already taken place. Persons who know that they are likely to be poisoned may prevent the plants from harming them with a wash devised by Dr. James B. McNair of the Field Museum, Chicago. This consists of a 5 per cent. solution of ferric chlorid in a fifty-fifty mixture of water and glycerin, to be washed on all exposed parts of the skin and allowed to dry there, before going where the dangerous weeds grow. The iron in the chemical combines with the poisonous principle of the ivy and changes it into a harmless, non-poisonous compound. None of the remedies recommended by the two scientists have any patent or proprietary medicines in them. They are standard and well-known chemicals, and any druggist can make them up in a few minutes."

THE BIGGEST RAIN-STORMS—How hard can it rain? The answer to this question, so far as it can be given, says *Why the Weather?*, a Science Service feature (Washington), is to be sought in the records of what meteorologists call "excessive rainfall," which have been compiled for most parts of the world. We get some impressive figures:

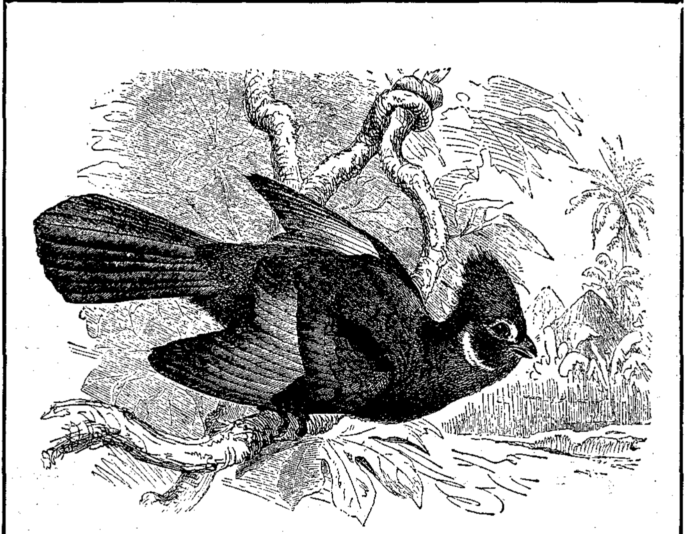
"Thousands of observers in different countries measure rain from day to day, and in many cases their records run back for from fifty to a hundred and fifty years. The vast majority of the measurements are made with types of rain-gages that show merely the total fall between observations, and in most cases the measurements are made only once a day. Hence the great bulk of statistics relating to excessive rainfall show merely the heaviest falls that have occurred in a period of twenty-four hours, or in a certain number of days. A number of important weather stations are equipped with gages that maintain a continuous automatic record. At such places the details of each rain-storm are registered, so that we have records of the maximum amounts of rain that have fallen in one hour, one minute, etc. The world's record for a 24-hour rainfall is held by Baguio, in the Philippine Islands, where 46 inches of rain fell from noon, July 14, to noon, July 15, 1911. This is more than falls in the average year at most places in the eastern United States. Cherrapunji, in the Khasi Hills of Assam, which long enjoyed the reputation of being the wettest spot in the world, had a 41-inch rainfall on June 14, 1876.

"At the same place, in August, 1841, 30 inches or more of rain fell on each of five successive days. The record 24-hour rainfall for the United States is 23.11 inches at Taylor, Texas, September 9-10, 1921. The world's record for the most rain in an hour is held by Southern California, where at Campo, close to the Mexican border, a couple of mountain cloudbursts brought down 11½ inches of rain in that brief period of time. At Porto Bello, November 29, 1911, about 2 A.M., an automatic rain-gage registered the extraordinary amount of 2.47 inches in three minutes.

"This appears to be the world's record for absolute intensity of rainfall, tho it has recently been rivaled by a reported fall of 1.02 inches in one minute, measured with an ordinary rain-gage at Opid's Camp, in the Big Santa Anita Canyon, Southern California, on the morning of April 5, 1926."

BIRDS WHOSE FEATHERS WON'T WASH

THE BRILLIANT COLOR of the South African turacou actually "runs" when it rains. These fliers are among the most gorgeous members of the bird kingdom. Their plumage presents magnificent combinations of vivid scarlet and green, blue and yellow. While some of them are not more than fifteen inches long, one, the "Giant Plantain-Eater," sometimes reaches a length of nearly three feet. Hence they are very striking and decorative objects in the landscape. That feature which most engages the interest of naturalists, however, is the singular fact that the feathers secrete a pigment called turacin, which is not water-fast. In wet weather the birds are not only bedraggled but present a faded plumage which makes them look still more forlorn. This strange circumstance was first made public in 1871, in the *Proceedings* of the Zoological Society of London, in which the naturalist Jules Verraux related that during a hunting trip in South Africa he had observed birds whose feathers lost their color after prolonged exposure to rain. When he laid hold of one of them by the wings the red feathers stained his hands. "How astounded I was," he exclaims, "to see the inside of my hand smeared with red as if with blood." Some recent observations of these birds have been made by Dr. Ingo Krumbiegel, who presents his findings in a late number of *Kosmos* (Stuttgart). We read:



From "Birds of the World," Henry Holt & Co.

HIS COLOR RUNS WHEN IT RAINS—THE TURACOU

First discovered when a naturalist on a hunting trip grasped one after a rain. "How astounded I was," he exclaims, "to see the inside of my hand smeared with red as if with blood."

"These creatures have always aroused the interest of zoologists, because they are the only birds which possess a green feather pigment, turacoverdin, while all other green feathers owe their color to their structure. But in the red feathers there is a pigment known as turacin, which contains copper, and which perceptibly runs in water.

"But a singular fact must here be noted—in numerous cases this loss of color has been observed by irreproachable witnesses, while others after the most minute observations vigorously deny that it takes place. After a long investigation I have succeeded in solving this problem, and it turns out, as is so often the fact in zoology, that both sides are right; for the turacous lose their color or retain it according to circumstances.

"To begin with, I took red feathers obtained from stuffed museum specimens and put them into distilled water. It was impossible to detect any loss of color. Neither was there any fading when I used ordinary water from a tap which contains carbon dioxid and lime, with small quantities of salt. There was no fading even when the feathers were soaked for days, and not even when they were boiled."

Remembering that the naturalist Church, who was the first to obtain turacin from the feathers, had treated them with dilute ammonia, Dr. Krumbiegel began placing the feathers in water containing gradually increasing percentages of ammonia. In the case of the feathers from the museum specimen he obtained a discoloration with a solution containing about one-thousandth part of ammonia. But with fresh feathers, plucked from live birds, the discoloration was obtained with very minute percentages of ammonia—as little as one two-millionth part! This fact he considers as of the utmost importance, since everywhere in nature, almost every body of water, whether stream or pond or pool, contains at least a millionth part of ammonia. He goes on:

"In the Zoological Garden at Berlin, where I had the opportunity to study this phenomenon, the bath water left in the cage was quite pure water from the taps. But when I allowed a vessel filled with this water to stand overnight in the bird-house (carefully protected from dirt), it was found to be rich in ammonia the next morning. And in the cage of the plantain-eater itself, the content of ammonia in the water was much greater because of the droppings from the birds, which had fallen into it. Naturally the same thing was true in a state of nature; the water outdoors always contains a certain amount of decaying vegetation and other impurities, with a consequent content of ammonia. Hence there is an explanation of the simplest sort for the celebrated fading of the plantain-eater's plumage."

Verraux, however, the first observer of this phenomenon, declared that the turacou's feathers had faded when exposed to a heavy rain. But rain-water contains no ammonia; how, then, shall this discrepancy be explained? Dr. Krumbiegel answered this question as follows:

"I filled a wide glass cylinder with a mixture of sand and earth, together with twigs, leaves, flowers and moss. Then throughout an entire night I allowed distilled water to drip upon it drop by drop. The next morning I was able to demonstrate that there was a plentiful amount of ammonia present, and this experiment explains why there was a loss of color with so-called rain-water.

"Verraux expressly states that during the heavy rainfall the birds crouched upon the ground, contrary to their ordinary custom; but the rain-water that in the primeval tropical forest drips from bough to bough and from vine to vine undoubtedly contains ammonia."

An analysis of the bath water in the cage of the turacou showed that minute quantities of copper were present, which could only have come from the turacin dissolved therein, since this pigment is known to contain copper as one of its chemical components. To quote again:

"The most interesting thing, however, is that this fact is of special significance from the physician's point of view. This is because turacin is a copper salt of the compound urinporphyrin, a substance which has the singular property of being 'light-poisonous'; that is to say, it exerts a poisonous action on naked bodies when these are exposed to light, altho it is quite harmless so long as they remain in the dark. This compound is rendered non-poisonous by being transformed into its copper salt, turacin.

"The porphyrins are of wide-spread occurrence, being found in the blood and in excretions. This light-poisonous property was observed during the war when pigs, which had been fed upon war-time food, died when allowed to run outdoors, whereas all those kept in dark stys remained healthy.

"Chemically speaking, the porphyrins are derivatives of pyrrol. The so-called ætioporphyrin is the common base of the blood pigment of animals and of the chlorophyll in plants, which shows how slight is the ultimate difference between animal and vegetable organisms.

"When such porphyrins occur in excess in the human body, they occasion a disease known as porphyrinuria. There is an acute form attended by severe pains and resulting eventually in death."

Dr. Krumbiegel offers the suggestion that some preparation of copper may be found useful in this porphyrin disease. This is based upon the supposition that the red feathers may be regarded as organs of elimination. His discussion of this matter is, however, too technical for these pages.

WHY WE LIKE SWEET SMELLS

AN ATTEMPT TO SOLVE this problem is made by F. A. Hampton, in a book entitled "The Scent of Flowers and Leaves; Its Purpose and Relation to Man" (London). Our quotations are from a review in *The Critic and Guide* (New York). So far no theory has been put forward, the author asserts, which explains satisfactorily why we like that group of scents that we call "sweet." It simplifies the question, he thinks, to use the word "sweet" rather than "pleasant"; for many scents, such as the scent of newly baked bread and of the earth after rain, are pleasant, but not sweet in the more definite sense in which we use this word of the jasmine and syringa. He goes on:

"If we make a list of sweet scents, we shall find that the sweetest are those of the heavy and aromatic group of flowers, and that, in general, a scent, whether animal, vegetable or chemical, is 'sweet' in so far as it resembles these flower scents.

"The author defines a sweet scent as one that can stir the instinct of courtship. It is more exact to use the word 'courtship' rather than 'mating,' since the appeal of scent, in civilized man, is associated with the stirring of an emotion and not with the satisfaction of it. Since no object for the wakened instinct is presented to consciousness, the emotion set free is diffused into a vaguely pleasurable state, which is the characteristic of sweet scent.

"The definition of sweet scent affords a basis from which to explain certain individual and national preferences for different types of scent, for the sweetness of scent depends upon the degree to which it stirs the primitive instinct. It depends upon the sensitiveness of the individual, and upon his capacity to appreciate and remain content with a vague and tenuous emotion.

"English people in general show a preference for rose, lavender, violet, and the more definitely aromatic scents, like clove pink. The Latin races seem to be less sensitive, and they can enjoy scents which we find unpleasantly sweet and heavy.

"In the Eastern nations the preference for heavy scents is still more marked, and is extended to an appreciation of scents with a strongly animal quality, such as patchouli, spikenard, and costus. This tendency reaches its limit in the use of crocodile musk by the natives of Somaliland."

Havelock Ellis has noted the connection between the natural human scent and perfumes, and Mr. Hampton believes that there is little doubt that our appreciation of sweet smells has its origin in the former. But our appreciation of scent, in the course of evolution, has left its primitive origin far behind, and the distance traveled is brought home to us by the scent of the tropical orchid, Dendrobium Devonianum, which has a distinctly human scent mixed with its sweetness, and is said to recall a dance room on a warm evening. The flowers of the henna plant are reputed to have a similar character. He proceeds:

"The fruit scents are more debatable, yet it can hardly be said that they appeal to our instinct of hunger by suggesting something good to it. It seems likely that the fruit scents seem sweet to us because they appeal to the same instinct as do the flower scents—a theory which would explain why Schiller used the scent of apples, and Maupassant a mixture of ether and strawberries to stimulate their imagination.

"Scented flowers are more at hand in the warm climates of the East than in Northern Europe, where most of them need some care in cultivation, and they have always played a large part in the daily life of the people, especially in religious ceremonies.

"The jasmine, lotus, and champac are the classical flowers of India, and are mentioned in the earliest records, praised by the poets, and to-day the honored guest is hung about with garlands of jasmine.

"The primitive flower perfumes were faint and liable to decompose, so that a very high value was placed on the myrrhs and olibanum, for these provided a powerful, lasting, and portable perfume, the scent of which approximated to that of the flowers in sweetness, but needed no other preparation than to be scraped off as it exuded from the trees. They came mostly from Arabia, and rarity added to their fabulous value.

"Scent, as something invisible yet strongly felt, has always excited the interest of mankind, and a certain magic power has often been attributed to it. Sweet-scented substances were supposed, by their tenuousness and subtlety, to act directly upon the brain and were held to be antidotes to disease. For the cause of disease was often pictured as a noisome, pestilential vapor, and a sweet scent, being similar in nature but opposite in quality, was reasonably supposed to counteract it.

"The lotus, the lily, and the rose have had a symbolic value over many centuries and among many different races. The idea symbolized in them is that of the principle of life."

Keystone View Company

HE FINDS THE SKY SAFE

Shirley J. Short, American air-mail pilot, was awarded the Harmon Trophy by the International League of Aviators, for the best performance of 1926 by an American flyer. In 3½ years Short flew more than 2,000 hours in all kinds of weather without a serious accident.

REGULARITY OF AIR SCHEDULES—Spectacular events naturally attract the attention of the average citizen, says an editorial writer in *The American Machinist* (New York). Preparations for the transatlantic flight awoke interest because of its never having been accomplished under the conditions imposed. And accidents under these unusual conditions are taken to mean that aviation is still a dangerous mode of travel. A few figures from the air mail tend to change one's opinion on the subject. We read:

"The transcontinental airway is 2,669 miles long, of which 2,045 miles have been equipped for night flying. The way in which schedules have been maintained is remarkable. The service during 1926 totaled 93.58 per cent. on schedule, with the day service in July reaching 99.57 per cent., and the night schedule for the month a full 100 per cent. One pilot, Shirley J. Short, now regularly on the Cleveland-Chicago leg of the night service, flew 2,169 hours over a period of nearly 3½ years without mishap of any kind. Such a record should do much to relieve the uneasiness caused by occasional accidents that are usually due to preventable causes."

FIDDLING FOR EARTHWORMS—Mrs. W. P. Harrell, of Flint, Michigan, writes to THE DIGEST as follows:

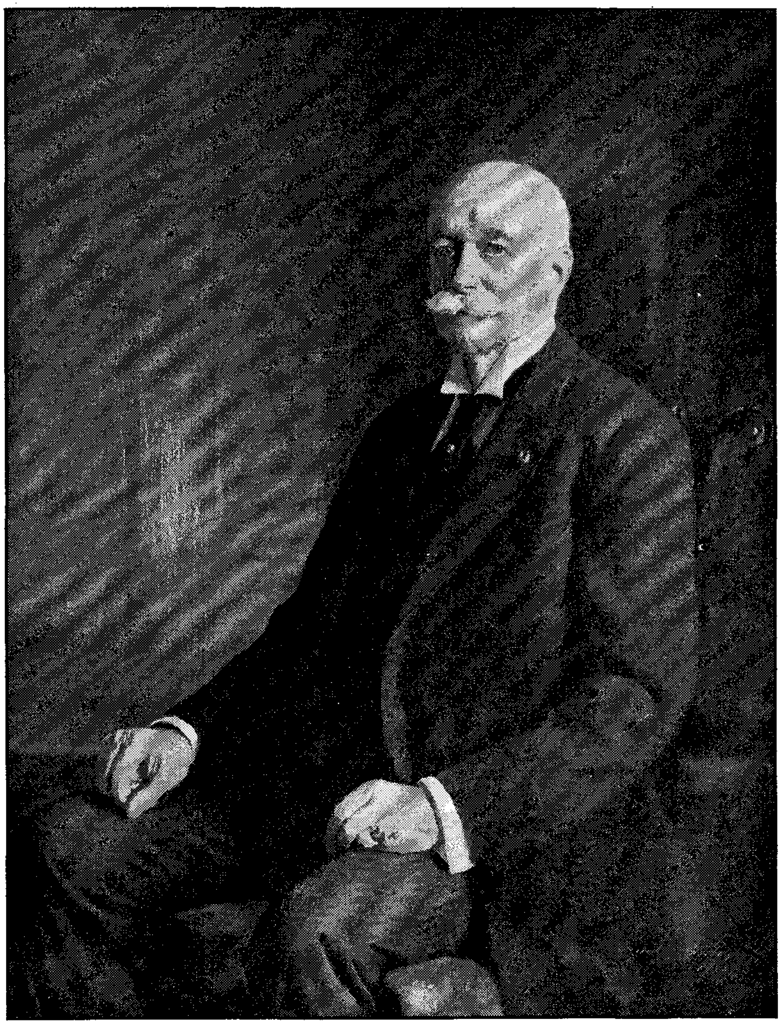
"In a recent number, before I left Lynn Haven, Florida, I became interested in your article on 'Musical Earthworms,' and noted that some scientists were giving their attention to a solution of the mystery. It reminded me of a peculiar fact that is often noticed in Florida—in the St. Andrews Bay district, at least. When fishermen want earthworms for bait, they go out and fiddle for them. It is accomplished in this way: A thin board is driven well into the ground to give a foot or eighteen inches above the ground. Another board or stick is drawn back and forth across the upright board, producing a shuddering or vibration of the upright board. After a few seconds of this, large worms begin to crawl out of the earth for twenty-five or thirty feet around the center upright, and the fisherman has only to pick them up. I have seen 80 to 100 picked up from a single effort. My husband has tried the same method in North Carolina and in Michigan, but without success, while I have seen him succeed every time he has tried it in Lynn Haven."

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

ANOTHER AMERICAN MÆCENAS

LAST FEBRUARY MR. HENRY E. HUNTINGTON followed the footsteps of Mr. J. P. Morgan in deeding a great library to public uses in perpetuity. Thus the East and the West are served by two great collectors. Mr. Huntington, whose home was in San Marino, California, thus signalized his seventy-seventh birthday. Now on May 23 his death follows quickly afterward, and we are left to contemplate a peculiar type which perhaps this country furnishes more than any other. Given the large wealth of the Morgans and Huntingtons, it was possible to gather together some of the world's greatest treasures in art and literature, not already committed to national museums. What Europe, particularly England, was forced to sacrifice, these two were able to acquire. They became the terror and despair of foreign auction rooms. Gainsborough's "Blue Boy," and Reynolds's "Mrs. Siddons as the Tragic Muse," and, finally, the "Pinkie" of Sir Thomas Lawrence, passed into Mr. Huntington's possession. He paid $1,000,000 for the Bridgewater library, and acquired other great collections en bloc. By such methods men sometimes sacrifice the title of "collectors" and become accumulators, seizing upon every available copy of a rare book and preventing others from getting one. Mr. Huntington, however, turned back, by public sale, some of his choicest acquirements, satisfying himself with one copy. His purpose in building up a great library was to create a free research laboratory. This benefaction is the theme of the Providence *Journal's* tribute:



Courtesy of *The Art News* (New York) Portrait by Oswald Birley, M. C.

THE BIBLIOPHILE OF THE WEST

Henry E. Huntington, late of California, who created a great library and art gallery for the public benefit.

"He chose Dr. Max Farrand, Professor of History at Yale, as leader of research, to enter upon his duties in October. The special lines of investigation are the various aspects of Anglo-American civilization. Now Dr. Rosenbach, the famous bookseller, who was Mr. Huntington's agent, announces that the great collector had set aside $8,000,000 for the creation of fellowships in historical research and for research work and publication by the staff of the Huntington Library.

"Mr. Huntington's art treasures include the finest collection of English paintings in the world. His books, which form the world's most valuable private library, were collected along four great lines: manuscripts, early printing, English literature, and American history. Of books printed before 1500, in the libraries of the United States, the Huntington Library is reputed to contain one-half. But the other divisions of the library are presumably of even greater importance to the scholar. As the libraries of Alexandria, usually spoken of as one, constituted with the scholars they attracted the great research university of the ancient world, so in this newer land of sunshine, already thronged with students, we may expect that the Huntington Library and art gallery will form a great center of study and learned production, ever adding to its riches and extending its appeal to scholars.

"No small element in the attractiveness of this great research center is its physical situation, on a broad hill amid beautiful grounds set with ancient trees and commanding a wide prospect of the valley land of Southern California with its rim of mountains, in a climate of perpetual June, and having as an adjunct the great city of Los Angeles with its manifold resources.

"It is regretted by Europe, especially by England, that these treasures have been removed so far from their native home. This feeling in a sense may be shared by the dwellers of the Atlantic coast. But this removal places them at the disposal of millions for whom the world beyond the American continent and beyond the Atlantic is thus brought in epitome to their very doors. In the progress of invention the mighty railroads on which the Huntington fortune was founded may cease to be; they may be turned into highways or relapse into the wilderness; but the Huntington art gallery and library form a monument more enduring than iron or bronze. What was, during his lifetime, the personal satisfaction and delight of the collector is now, at his death, at once interpreted into the inspiration and culture of the world that he leaves behind, and its future generations.

"Fortunate is the land in which private pleasure so richly translates itself into public benefit!"

We are brought face to face with one of the debated questions of our capitalistic civilization. "Ought a rich man to distribute his profits among his workingmen and the general public, or is it better for him to return it to the public by means of some great benefactions?" The question is asked and analyzed by the Newark *Evening News:*

"According to an economic theory quite widely held, Mr. Huntington ought never to have made so much money. It would have been better for him to have taken considerably smaller profits on his railroad and other enterprises, thus making it cheaper, for example, to go from San Francisco to Los Angeles. One extremely wealthy man has, in fact, announced his opposition to giving large sums to charity, and he says he raises his workingmen's wages instead, and also lowers the price of the automobile he manufactures. He continues to be the richest man in the world despite this course of action, but possibly he is only waiting the proper moment for further raises and reductions—so that he may die poor.

"Mr. Huntington's ideas were quite otherwise. He frankly made as much money as he could, possibly on the theory that if he didn't some one else would. But he spent the great wealth he acquired in creating one of the greatest collections of art and bibliophile objects that the world has ever seen; and now this collection is turned over to public use. The unsurpassed collection of Americana, the unequaled gathering of Shakespeare folios and quartos, the remarkable Caxtons, the famous Kemble-Devonshire collection of plays, the books relating to California and the early explorers, to railroads and aeronautics, and much else, all of these, together with many wonderful paintings and manuscripts, are now made available for the use of scholars and students generally.

"It is highly questionable whether Mr. Huntington's was not the better course. His whole wealth, if distributed per capita among the inhabitants of the United States, would not give each of them more than a fraction of a dollar. But his famous paintings and books will remain a joy forever to untold millions to come."

For those who like to read of money values to which the great books and pictures of the world have risen, we quote the summary of Mr. Huntington's acquisitions, given by the New York *Herald Tribune:*

"By 1917 he had spent more than $6,000,000 on books—in that year he gave $1,000,000 for a single collection—and a few years later the total of his expenditures on literary treasures exceeded $10,000,000. Among these were Caxton's 'Recuyell of the Historyes of Troye,' 1474, the first book ever printed in English; the 'Book of St. Albans,' 1486, the first English book printed in colors; the first edition of the 'Bay Psalm Book,' 1640, the first book printed in New England; a Gutenberg Bible; a first edition of 'Venus and Adonis,' for which he paid $75,000; manuscript of Chaucer's 'Canterbury Tales'; the original manuscript of Franklin's 'Autobiography,' and the largest and finest collections of Washington and Lincoln manuscripts.

"In 1911 he paid $1,200,000 for the E. D. Church library, of Brooklyn, containing an unrivaled collection of Americana. Subsequent purchases were the Britwell collection of Americana, $350,000; the Beverley Chew library, $500,000; the Hoe library (in part), $500,000; the Duke of Devonshire's library, $1,000,000; the F. R. Halsey library, $750,000; the Pembroke library, $100,000; the Grenville Kane collection of Washington manuscripts, $100,000; Ward H. Lamon's Lincoln collection, the Bridgewater library, founded by Queen Elizabeth, $1,000,000.

"His zeal for adding to his marvelous collection showed no abatement with years, nor even with the gradual failure of his health. In the spring of 1923, he acquired a large part of the library of the late John Fiske, the historian, including the manuscripts of his history of the discovery of America, and all the accompanying maps and charts, and a number of personal letters of the highest interest from Herbert Spencer, Charles Darwin, Thomas Huxley, and other eminent men.

"In February, 1926, he acquired a mass of invaluable historical letters and other documents, including letters of Philip II of Spain, written after his marriage to Mary Tudor, Queen of England, and numerous manuscripts written by, to and about Pizarro, relating to his conquest of Peru, some of which were known to William Hickling Prescott, the historian, only through copies, and many of which had been entirely unknown to the world for more than two centuries.

"He also purchased seven letters written by Mary Stuart, Queen of Scots, and others written by her son, James I of England. In October, 1926, he made New York City greatly his debtor by his gift to the school of journalism of New York University of a splendid collection of books, pamphlets, and papers relating to European journalism, which had been gathered by Dr. Bockwitz, director of the Bush Museum at Leipzig."

As his taste ran to English and American books, so he established this national character in his art collections:

"His purchases of pictures were on a comparable scale; largely directed toward the great English masters. In 1911, he paid about $1,000,000 for three Gainsboroughs—portraits of Lord and Lady Ligonier and Lady Petre; later, $200,000 for a Gainsborough half-length of the Duchess of Cumberland; and in 1921, something like $750,000 for Gainsborough's incomparable 'Blue Boy.' At that time it was advisedly estimated that he had expended more than $10,000,000 on books and manuscripts, and more than $5,000,000 on paintings.

"He continued to make such purchases, down to the closing months of his life. In 1924, he paid $7,900 for Schuessele's historic painting of Benjamin Franklin before the Privy Council in Whitehall Chapel, London, in 1773, containing portraits of Franklin, Lord Gower, Edmund Burke, Jeremy Bentham, Dr. Priestley, Lord Geoffrey Amherst, Rodney, the Duchess of Rutland, and other notables, and depicting the scene which Bancroft in his history described as 'The King in Council Insults the Great American Plebeian.'

"The next year he paid about $1,000,000 for paintings by Gainsborough, Reynolds, Constable, and Romney, the Reynolds being his famous portrait of the Duchess of Devonshire. As late as last month, less than four weeks ago, his purchase was announced of a portrait of Ben Johnson, from the Burdett-Coutts collection, and also one of John Eliot, the 'Apostle to the Indians.'

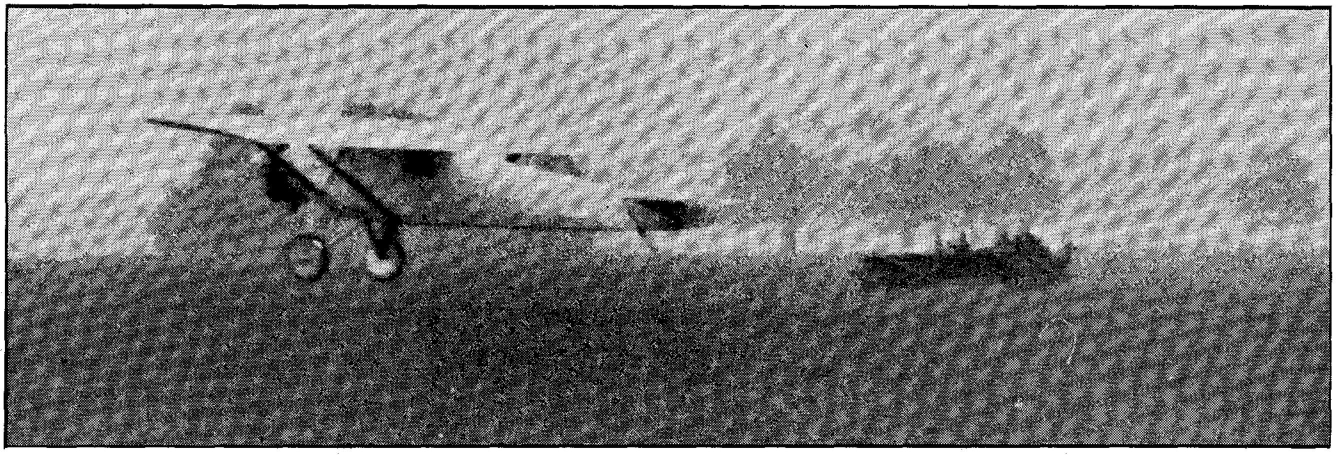
"Quickly following his purchase and exhibition of the 'Blue Boy'—it was shown in New York, for a benevolent fund, and then removed to California—came the announcement that he had decided to give both of his wonderful collections, of books and of pictures, to the American public forever, together with his superb palace and estate at San Marino, and a fund of several million dollars for a maintenance fund."

"The Bibliographer" of the Boston *Transcript* adds some personal notes:

"To attempt to state what this gift means would be useless. Its value can not be estimated in terms of money. Mr. Huntington once told the writer of this that he was frequently exasperated by visitors to his library (then in New York) who wanted to know 'what it was worth,' or how much he had put into books and manuscripts. 'In the first place,' said Mr. Huntington, 'I don't know. And in the second, what difference does it make? These books are never going to be sold. Consequently they do not have a money value. And what would it matter, if they had? There are some things that can not be measured by a money yardstick, and here,' he added as his arm swept the circle of the room, 'are some of them.'

"As to the suggestion that the library should have remained in New York rather than be transferred to California, where it would be less accessible to scholars, Mr. Huntington replied: 'Yes, perhaps, to-day. But New York has the magnificent J. Pierpont Morgan Library, which is at the service of scholars here in the East and not inaccessible to Europe. But the Huntington library is not for a day only. If we may vision the future, I believe the Pacific coast will one day be the center of a culture extending around the world. What the Orient will be a thousand years from now, no one can predict. But in that time the Huntington library will be found rightly placed, I think, to be most accessible to the world's best scholarship.'"

THE COVER—The artist of the cover belongs on the roll of American art, tho this picture is indicative of his foreign affiliations. The subject is not an American type, even if her name, Juanita, did not affirm it. Mr. Frazier was born in Paris, June 14, 1867, but both France and England contributed to his education in art. He was a pupil of Constant, Doucet, and Lefebvre in Paris, and of Hubert Herkomer in London. He became a member of the Society of American Artists in 1893 and of the American National Academy in 1906.



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"THEN THE CLIMAX, THE GRAND SCENE. IT COMES LIKE A THUNDER-CLAP. THE MACHINE TAKES OFF"

"Disaster looms for a moment, but Lindbergh is finally in the air. The last act has begun."

CHANCE WRITES THE LINDBERGH SAGA

TRUTH IS STRANGER THAN FICTION is an old writer's saw that the pen plodders know and the general reader doubts. But that truth and fiction may be one and the same thing comes to light in the story of Lindbergh's flight. No fiction writer could have contrived a story more perfect and right in its details. "Every experienced fiction writer and dramatist has marveled at the dramatic unrolling of the events leading up to this climax, as interest and suspense have been steadily driven up to higher levels." So writes W. D. Kennedy, editor of *The Writer* (Boston), a magazine that teaches the art that is practised by perhaps every fifth one among us. The writer here stops just short of claiming that the ultimate purpose of the Lindbergh flight was to teach fiction writers their business. What he does claim is that "never in modern history has it been so clearly revealed that accident or chance may write a connected story beyond the powers of the imagination of the greatest artist." The order and tempo of events, we are reminded, have wrung "every last drop of possible dramatic interest, intoxicating the imagination of the world as only once before in the memories of living men: in the World War." "The Lindbergh Saga stands alone as the supreme news story of modern times." Let us reconstruct it stage by stage:

"The story begins with the offering of a prize of twenty-five thousand dollars for a non-stop trip from New York to Paris. A desultory public interest develops in the plans of various individuals to make the attempt. The difficulties of the flight are suggested in the discussion of experts. Interest begins to rise slightly. Captain Fonck's plane is wrecked and burned at the take-off. Two men die. Two American aviators perish on the test flight in a plane which they were to use in an attempt to make the flight. Then two of the world's greatest aviators take off from Paris. They are lost. Up to this time the real hero has not made his entrance. We are not yet in the body of the story, but the situation is being driven home to the reader slowly, laboriously, painstakingly, and impressively. He is being made to see two things: first, the worth-whileness of the thing that is to be accomplished; and second, the difficulties which must be overcome to accomplish it.

"Why is the flight worth making? The winner will receive twenty-five thousand dollars, but that is only a symbol, as it were, of the real accomplishment of him who succeeds in making the flight. Before the public can be intensely interested, it must be persuaded that there is something far more than money involved. Yet the larger objective is almost indefinable. The *Journal des Debats* of Paris attempts it: '"What is the value of this flight," may be asked by certain obstinate minds.

"'Firstly, noble gestures, even seemingly without utility, must always be honored because they are equivalent to works of high art, making for man the finest qualities and aspirations of the race. Lindbergh's feat, in a certain sense, is comparable to a great monument or a great book. It is a masterpiece, deserving admiration. And besides, from the view-point of athletics or sport, it is a magnificent record.'

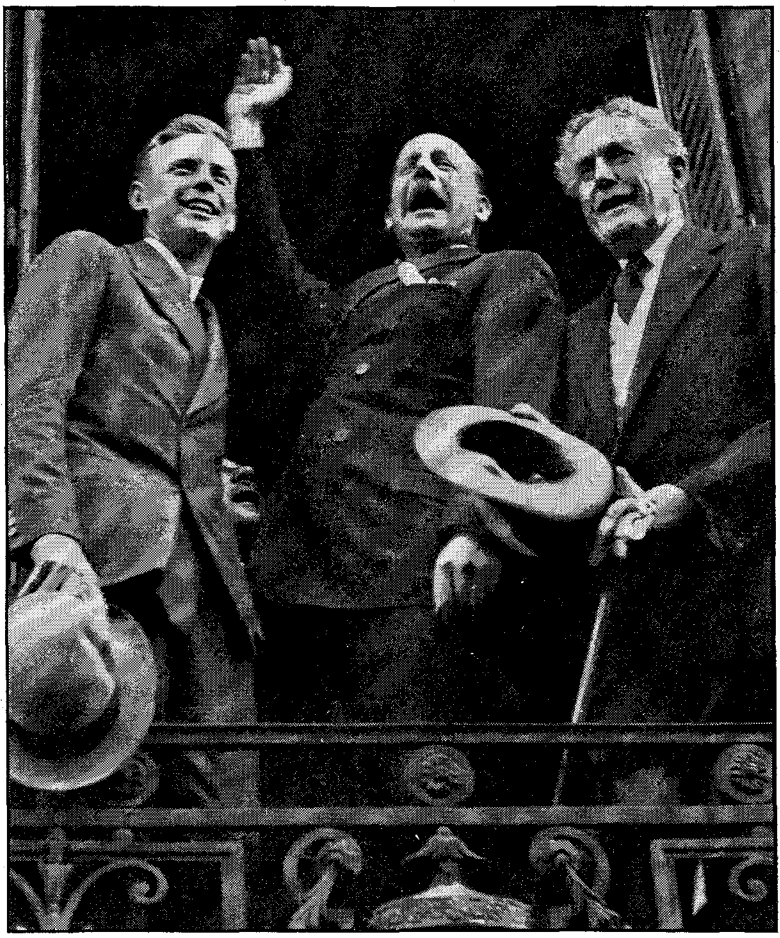
"The worth-whileness of the objective, since it is in the higher realms of imagination, can not be absolutely defined. That gives it its great power over the imagination. Six men have died in futile attempts to accomplish it. We are convinced of the nobility of the objective even tho—perhaps because—it transcends any literal, commonplace view of the comparative values of life and death.

"Not only is the nobility of the objective brought home to us in the preliminary exposition to the real story, but the forces antagonistic to accomplishment are forcefully portrayed as vast and menacing. They are clearly illustrated in the fate of Nungesser and Coli. Difficulties of the take-off, the hazards of weather, possible mechanical weakness of the plane, and that greatest of all dangers, arising from human frailty, sleep. Any one who has read the newspapers has now a perfect background for a complete understanding of the action which is to follow.

"Now the minor characters of the drama are shown. A spirit of rivalry develops. Two planes are ready for the hop, one commanded by a man who has been much in the public eye for his flight over the North Pole. Then the hero enters. It is a superb entrance. No one could have planned it better because it could not have been a more complete surprize. He literally drops from the skies, unheralded and unknown, after spanning the continent in two long jumps. The real story begins. But he does not take flight at once—weather interferes. It raises a hindrance to the action. This delay, for curious reasons, heightens rather than lowers the suspense. If he had hopped off the next day, the interest in the outcome would not have been one-tenth as keen. If he had waited too long, it would have flagged. Higher and higher it mounts as the search for the lost Frenchmen emphasizes the power of the opposing forces. During the delay, swiftly, definitely, the hero is characterized. We see his mother, a school-teacher in Detroit. We hear of his past exploits. Four times he has had to jump with a parachute from burning planes. He finds a kitten asleep in his cockpit and adopts it as a mascot, but he will not take it with him because he fears it may freeze to death. We see his picture and we like his face. His little actions reveal him as silent, modest, independent, and brave. In bold contrast to squabbling and wrangling in a rival camp, he works quietly and alone, saying little as he prepares his plane. There is a beautiful restraint in the action which saves it from melodrama and makes it purely heroic. His mother comes to say good-by, and departs quietly, refusing to kiss him for the newspaper photographers. In all this action building up to the climax, I am reminded of a line from Thoreau, 'The little that is said is eked out by implication of the much that was done.' The truth is so superbly artistic that even the merest dub of a newspaper reporter can't spoil it. The moving hand of fact is writing surely and gracefully.

"Then the climax, the grand scene. It comes, like the entrance of the hero, a thunder-clap of surprize. Altho we have had reason to expect it, we have not been quite sure. With swift decision he climbs into the cockpit. The machine takes off. Disaster looms for a moment, but he is finally in the air. The last act has begun. The fine, bold figure of Byrd stands there, frustrated in an attempt to convoy him part way. His mother goes on with her work of teaching chemistry. Her children anxiously refrain from mentioning the flight in her hearing. Squabbling goes on among the rivals. The weather clears—but we remember that he has had only two hours of sleep during the night before.

"Bulletins begin to come in. In a few short days an unknown lad has become the hero of the world. His name is on the lips of more people than any under the sun. His face etched in more minds than any living human. The narrative question of the story, 'Will he make it?' is on everybody's lips, from President to beggar."



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"A LAD HAS BECOME HERO OF THE WORLD"

"His name is on the lips of more people than any under the sun." Lindbergh on the balcony of the French Aero Club, Paris, with P. E. Flandrin, President of the Club, and Ambassador Herrick.

The "real story" has already been told. "No matter what happens next," says the schoolmaster of fiction, the story is a truly great one. And that, he tells us, "is where so many young writers go wrong":

"If you draw from this only the lesson that people like to read about transocean flights for a prize, you have failed to grasp the significance of one of the finest examples of narrative technique that you will ever read. Be honest with yourself. Would you have written the story this way? Would you have dared write with such restraint? Would you have shown so carefully the thing to be accomplished and the opposing forces to accomplishment so clearly and artistically? Would you have made your readers cry aloud for the answer to the narrative question as the world was crying on May 21? Or would you have started your story with the take-off and assumed that the reader would be interested in what happened thereafter just because you were writing the story? When you have proved to yourself why so many people were asking themselves so intensely, 'Will he make it?' when Lindbergh took the air, you have learned the first lesson of narrative technique.

"Lindbergh's flight is a perfect example, too, of what most writers need to learn: hold your suspense, make them wait. If it were a matter of a few hours, the public wouldn't have been so intensely interested. But, for two long days, sketchy bulletins kept our suspense alive and drove it steadily to higher levels. Then the wild panorama of the happy ending."

For, finally, and curiously enough, this story has a "happy ending"—something disdained by the "arty" writer. Make 'em weep, not laugh; that's more artistic. But is it?

"Hundreds who read this are failing to reach the public to which their talents recommend them simply because they hold to this as a sincere belief. To them, I say this: I would not for worlds destroy your artistic standards. But won't you recall and analyze your feelings when you heard that Lindbergh had landed. Did you laugh? Or was there a stinging sensation in your eyes? Would you have been any closer to tears if you had read that he had fallen in flames over the English Channel? No! A thousand times, no! It is in the story itself that artistry lies, not in the ending, and most of all in the part of the story that was written long before Paris rose in her emotional might to acclaim the hero."

THE POETIC AIR DELUGE

THE MAIL HAS BROUGHT US LINDBERGH poems, too. Newspapers begin to complain of too much. It stands to reason that all can not be printed, yet no one wishes to discourage the writing of this verse, for as the New York *World* observes, it's the only way to release the emotions aroused. France as well as America was so moved. We reprinted the Rostand verse that was composed on the field of Le Bourget. Songs that had welled up from the moment were sold on the streets of Paris. It may be cold comfort for the poet to tell him, as the New York *Times* does, that "the more stirred he is by the thrilling event, the less likely he is to write tolerably about it." The writers must realize that the newspapers have a problem in reading and selecting, as *The Times* reveals at the very outset of the emotional wave:

"Well over two hundred poets and rimesters have been moved by Lindbergh's spectacular feat to send their 'prose run mad' to *The Times*. There is a unanimity in their tributes. Some of them compared his valor to that of Columbus, and others stuck to the Lochinvar theme. 'Best' and 'West' proved a useful rime. The patriotic note was sounded in a number of the verses, with 'dare and do' and 'red, white and blue' playing a prominent part. The fact that he flew alone made the strongest impression on his sonneteers, who insisted that he was not really alone, for the thoughts and prayers of thousands went with him. Most of the lyrists dedicated their work to the hero, but a few preferred to honor his mother."

The World also makes confession:

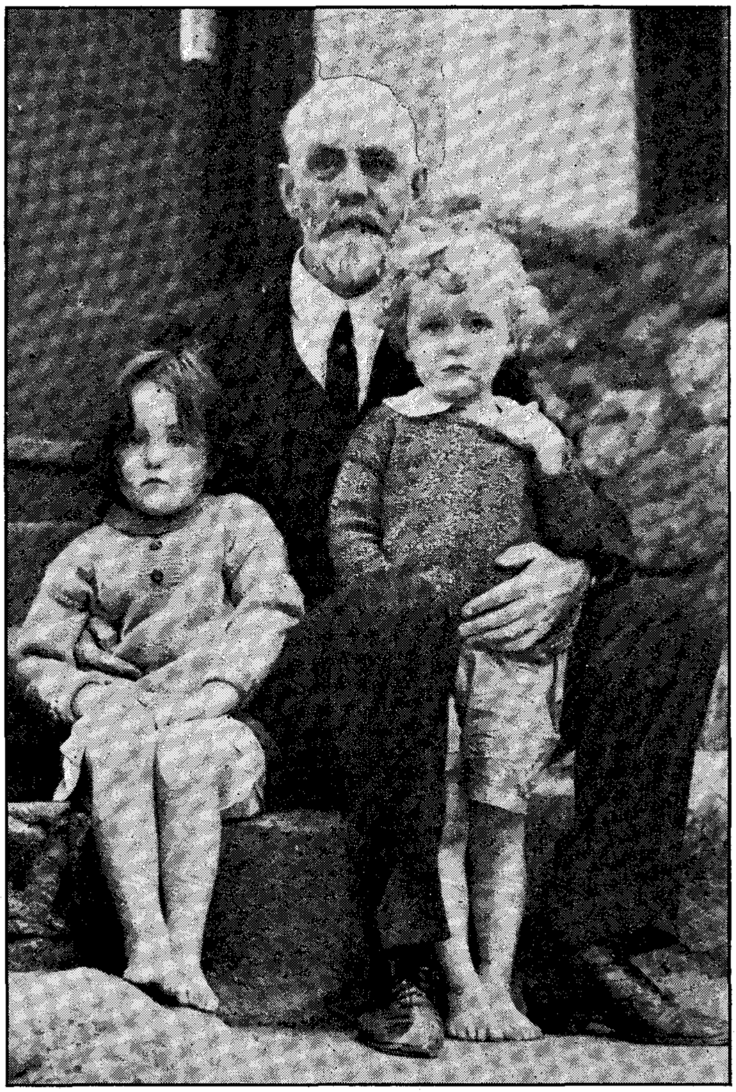
"Since Lindbergh flew to Paris we have received approximately two and one-half bushels of poems commemorating the feat, ranging all the way from sonnets to free verse. So, one judges, have others who offer space to contributors. *The Times* devotes several paragraphs to its harvest; so does Mr. Franklin P. Adams in the Conning Tower, and publishes a number of specimens. And despite the fact that this outpouring seems to be regarded somewhat humorously, it seems to us that the authors of it have the right idea. What, after all, can be said in prose about this flight? Precisely nothing. The moment you try to argue some concrete proposition in regard to it, or deduce a moral, or sound a warning, you become flat, stale and unprofitable, as most of our commentators, communicators and felicitators found out to their sorrow. In a rational way there is absolutely nothing to say about it: the occasion is not for syllogization but for rhapsody; and for rhapsody the only conceivable medium is poetry. So we urge all citizens to sharpen their pencils and do their best; if they have a turn for music, let them write tunes to their lyrics too and sing them to ukulele accompaniment.

"Only—don't send them to us. We have a complete stock."

RELIGION-AND-SOCIAL-SERVICE

CAN CHRISTIAN UNITY COME OUT OF LAUSANNE?

ALL OF CHRISTENDOM except the Roman Catholic Church and the non-evangelical churches will be represented at the World Conference on Faith and Order at Lausanne in August to promote Christian unity. The task is admittedly difficult, comparable to the task of establishing permanent concord among the nations; but it is considered an achievement in itself that 500 representatives have been delegated by eighty-seven national churches to make the attempt. In the nature of the case, the Roman Catholic Church can not participate, but we are assured by *The Commonweal*, a Catholic journal, that the request for universal prayer for the success of the conference "will find an echo in every religious heart." On the other hand, Dr. William E. Barton, a member of the Congregational delegation to the conference, former head of the American Congregational churches, says rather sharply that the devil will attend and find pleasant relaxation at the conference because of the "sanctified stupidity" of the Subjects Committee in arranging an agenda that will get the delegates nowhere.



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THE DEVIL WILL ENJOY LAUSANNE

Says Dr. William E. Barton, Congregationalist leader, because of the "sanctified stupidity" of the Subjects Committee of the World Conference on Faith and Order. Dr. Barton is shown here with two of his grandchildren.

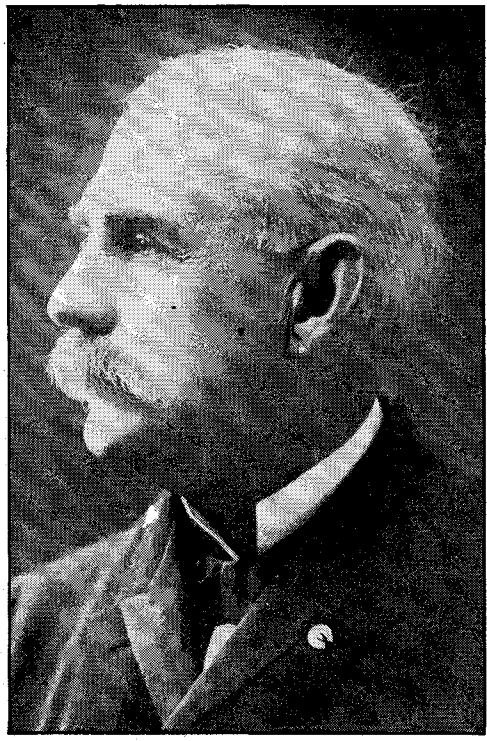
The purpose of the conference, as outlined by Bishop W. A. Manning in an address to the Episcopal Diocese of New York, is not to arrange terms of reunion between the communions, but to discuss differences in the spirit of love and brotherhood, with the hope that through such discussion misunderstandings may be removed, differing positions may be more clearly and justly understood, and the way be opened for definite steps toward reunion. No surrender or compromise of any doctrine or position will be sought, and the delegates will carry no authority to commit the Churches from which they come to any proposal. Their prayer is that from the deliberations will result recommendations worthy to be referred to all the Churches for their consideration. Three great themes will take up the major portion of the discussions, we read—the faith of the reunited Church and the form of its expression; the ministry of the reunited Church and the means of obtaining its universal recognition, and the sacraments and the manner of their administration. As further explained by former Secretary of State Charles Evans Hughes, chairman of the American committee which is to arrange for the World Conference, "no one is to be asked to surrender honest conviction, to sacrifice independence of thought, much less to give up sincerity," but the delegates "can not be insensible to the duty to rise above the differences which dissipate spiritual energy and make antagonisms more impressive than faith. Not to conceal disagreements, but to ascertain in how much we agree." In a sympathetic discussion of its aims the Houston *Post-Dispatch* says the conference is coming at a propitious time, since "after a period of manifestations of religious prejudices and of emphasizing of credal differences, there is in evidence a reaction toward a more tolerant attitude." The Texas paper then points out:

> "The lines that divide many of the denominational bodies are very strongly drawn, and there is no prospect of their being wiped out, if by wiping them out it is meant that organic union is to be effected. To do this, of course, is not the primary purpose of the conference. In considering this matter it is desirable that a clear distinction be drawn between unity of spirit and union of organized bodies. The latter is a secondary consideration. Nothing would be gained, while a great deal would be lost, if organizations were merged without a unity of spirit having come to dwell in the hearts of the members of the combination."

Speaking of the "enormous possibilities" of the Conference and of the demand of the age for religious unity, the Manchester *Union* hopes that the Conference may be the forerunner of a later world-wide gathering, and then notes:

> "One prominent Christian Church is not included in the coming gathering. Non-Christian world religions are omitted. Much might be accomplished to-day, by a world-wide religious convention, toward a better understanding among peoples and races. Religion has been a barrier between races in the past. Just now the Christian Church is identified with the West in the anti-foreign movement in China. Probably nothing would contribute more toward an understanding between the East and the West,

between the white, yellow, and darker races, than an endeavor to discover the essentials common to all religions, and to bind together all peoples and races in a general movement to make those essentials more effective. Such a conference would be a substantial move toward world peace. Indeed it is doubtful if peace can ever be realized without such an understanding."



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REAPER OF A RICH HARVEST

Dr. Francis E. Clark, the "Father of Christian Endeavor," which has grown from a membership of forty to a membership of 4,000,000, and has, it is estimated, influenced 25,000,000 people.

Which brings us to the Roman Catholic explanation of its view-point and of its reasons for not participating in the coming Conference. Writing in *Thought*, a new Jesuit weekly, the Rev. William H. McClellan notes that the *Osservatore Romano*, which, "altho not strictly an official organ of the Vatican, is regarded as fairly reflecting its attitude on matters of general interest," frankly acknowledges concern in the "impending experiment." It welcomes, writes Father McClellan, "the evidence of earnest desire for unity 'in these meetings of the Protestant and schismatic world,' avows its disposition 'to admit the good-will of those promoting' the movement, and remarks that a sincere quest of unity will find it 'only there where it is,' in that repository of faith and charity which was and is the realization of Christian unity." Saying that the prayers of Rome for Christian unity "are the sincerest, the warmest, and the most confident," Father McClellan goes on:

"That the World Conference, or any similarly conceived endeavor after better things, could not be an object of utter indifference to the faithful of Christ, the *Osservatore's* public comment was not really the first intimation. It little more than echoes and unfolds a briefer statement of eight years previous by the late Pontiff Benedict XV. Both in itself and in certain consequences ensuing from its occasion, that utterance sounded the key-note of the Church's attitude toward the present situation, and is therefore worthy of attentive consideration.

"'To enter into friendly conference with other Christians, who are organized for action independent of Christ's commission, and who would invite its only lawful possessor to discuss its tenure, its efficacy and even its very existence, would be a proceeding to which Peter's heir could and did apply but one word. He did not term it superfluous or unprofitable, but simply impossible. To many the saying has seemed a hard one. But at least it is self-consistent; and, most significantly, it has never varied."

But Dr. Barton thinks that Lausanne will be a vacation ground for the devil, tho it should be noted here that Bishop Charles H. Brent, who is one of the prime movers of the Conference, says that Dr. Barton is attacking a condition that does not exist. In an article in *The Churchman* (Episcopal), Dr. Barton attacks the report of the Subjects Committee as empty verbiage which will cause the devil to tickle himself with his own tail, and Dr. Barton offers a program of his own. He would have the conference discuss measures of association and cooperation without attempt to meddle with each other's credal statements; seek "an organic unity that disregards the fact of lack of unity," recommend acceptance at every communion table of "any reverent child of God," and agree not to further the organization of churches or missions competing with those of other Christian denominations. He advocates that the Conference "consider nothing save such matters as shall have for their definite purpose the closer unity of the Church of Christ," and says that "if the coming together of these 500 Christian leaders does not result in some progress toward visible union which the unbelieving world can see with the naked and unaided eye, we shall have disgraced the churches that sent us, and we shall have dishonored the name of Christ." However, Bishop Brent replies in *The Churchman* that "subjects not on the program may be placed there at any stage at the written request of not fewer than three members with the consent of the Arrangements Committee and with the consent of a two-thirds majority of the Conference." This controversy, observes the Springfield *Republican*, brings to the fore "the somewhat academic question whether the Christian Church can ever be reunited into one body; more immediately, whether the evangelical Protestant sects can be united into one Protestant Church." *The Republican* concludes that—

"The divisions of opinion within the included sects are such at this time that the possibility of the splitting off of new denominations constantly threatens. Of this fact the promoters of the Conference are, of course, well aware. The hope that unifying rather than separating influences will be encouraged by such a great gathering as this one is not inconsistent with the knowledge. Its guidance will call for statesmanship, and there is no need to borrow fear that it will not be available."

DR. CLARK BLEST BY MILLIONS

TO THE "FATHER OF CHRISTIAN ENDEAVOR" came the unique and happy experience of reaping a rich harvest where he had sown, and millions rise up to call him blessed. As President Coolidge says in his message of sympathy to the widow of the founder of the World Christian Endeavor Society, "there will be mourning in every part of the religious world over the passing of Dr. Clark, whose life was consecrated to the service of God." Editors of all creeds pay a tribute to Dr. Francis E. Clark, who died recently at his home in Newton, Massachusetts, in his seventy-sixth year, and his life story finds a large place in all the obituary columns, for, it is generally agreed, no one of his generation or of this has so profoundly affected the life and outlook of young people, or is revered under so many suns. It is estimated that the original society of forty boys and girls who responded to his call in February, 1881, to form the Christian Endeavor Society in the Williston Congregational Church in Portland, Maine, has expanded into 100,000 branches, with approximately 4,000,000 in its ranks. One estimate of the number of persons throughout the world who have been members of the Christian Endeavor Society at one time or another, we read, is 25,000,000.

As an Associated Press dispatch from Newton carries on the story of its activities:

"The society has been one of the most successful movements along religious lines among people in the history of church effort. Its success was immediate. The plan and the name of the society were accepted by other churches so rapidly that in three years it had spread over the United States and Canada and had reached even to China. Meanwhile, Dr. Clark had been called to South Boston as pastor of the Phillips Congregational Church, but held that pastorate only a brief time. The calls upon his time for his appearance at Christian Endeavor Society conventions were so numerous he had to abandon his charge and give his entire time to the organization.

"One feature of the organization of which Dr. Clark was especially proud was its recognition as a leading agency for the enlistment of recruits for the ministry. He also saw in his society the forerunner of other successful youth's religious movements, such as the Epworth League, the Luther League, the Baptist Young People's Union, and others."

To have been the creator of such a movement, says the Philadelphia *Evening Bulletin*, entitled Dr. Clark to the honors shown him in Europe and the Far East as well as throughout the United States and Canada. "He deserved recognition as 'Father Endeavor.' But he sought neither glory nor material compensation for all that he did, but rather gave to the point of self-sacrifice." "Probably no one man in all history lived to witness such fruit of his plans and ideals as did Dr. Clark," comments the St. Louis *Globe-Democrat*, and the Cleveland *Plain Dealer* declares "it is impossible to estimate the tremendous influence of Dr. Clark upon the life of his times."

"Against all the lure of this 'frivolous age,'" says the Pittsburgh *Gazette Times* in the same tenor, "Christian Endeavor has stood firm, convincing to all but morbid minds that there has been no general decline of the morals of the young. As the founder of Christian Endeavor and the chief shepherd of its millions of members for more than two-score years, Dr. Clark was the benefactor of mankind and widely loved as such."

CHRIST IN THE COAL-MINES

IT IS NO FURTHER from the Church to the coal-mine than from the mine to the Church, and one who has made the double trip and lives now in a manse instead of a hut thinks the Scottish Church should go into the pit if it wants to reach the miner. The Church is now conducting an "offensive" in the Scottish coal-fields, and the "offensive," we are told, is based on the assumption that the miner is outside the Church. The ecclesiastics do not realize that the Church is outside the miner. Troubles in the Scottish coal-fields are not of a day or a year, nor are they of the sort that can be smoothed out with beautiful phrases from a distant pulpit or polite palaver from the mine-owner. His experiences as boy and a young man have brought home to the Rev. Robert Barr, he writes in *The British Weekly*, the sad fact that the official Church in Scotland has not in 200 years made any effort to interpret the faith in terms of the mine. "The mine-owner might feel at ease in the pew and in church circles, but not the miner. The Gospel as it was expounded had no balm for his wounds, no encouragement for his heart, no good news indeed for one living the life that the miner and his family had to live." In view of the Church's active interest in the affairs of industry in this country, it is enlightening to know that elsewhere, too, a churchman demands that the Church go down into the pit, not remain in the pulpit, if it would understand the problems it hopes to solve. The miner is worth seeking, says Mr. Barr, who came up from the pit to the pulpit, and he gives us a few "plain every-day facts" of the miner's life in Scotland:

"He works under conditions which impose a terrific strain upon his whole physical, mental and moral being. It is hard enough to be a Christian above ground; it is much harder to be one below ground. The fight for cleek, the terrible handicap of foul air, dangerous roofs, low workings, water, heavy inclines, wearisome roads and long branches, breakdown in machines, to say nothing of the incessant haggling with oncost men, firemen, oversmen and managers—such are but a few of the every-day circumstances of the miner's life, and merely to enumerate them is far from conveying any true idea of what they really mean and are. It is nothing unusual for the miner to carry home his semmit [a flannel undershirt] soaking wet in his piece box. And there are the ordinary every-day things—bruises, bad knees, sore backs, inflamed eyes, throbbing heads, and dust-choked lungs. Nor is that all. His shift done, the miner comes back to a home which in point of view of health is often little better than the conditions underground—a low-ceilinged but and ben with no sanitary accommodation, a tub or 'bine' in the middle of the kitchen floor to serve as a bath, a string stretched across the fire to dry wet clothes (which often means an atmosphere of unhealthy moisture), no facilities for cooking, no quiet drawing-room where body and mind may be rested."

Nor is this the whole story. Hard as the miner's lot admittedly is, the lot of the miner's wife is harder still, says this son of a miner's home:

"Miners' wives are to be numbered among the true heroines of modern womanhood. Not merely has she to run a household on a meager pittance and under shameful conditions—shameful in the light of present-day knowledge. That is hard enough in all truth. But over her heart there lies a deep shadow from the moment the breadwinner departs until he returns. This is particularly so where, as too often happens, the homes are clustered near the pithead. The not unusual sight of the ambulance strikes a numbing fear into the heart of every mother and wife. Household work is flung aside and they cluster together in pathetic groups—every one fearing the worst for her own. To sit, as the writer has done, in a stricken home and wait for five hours until the mangled body of the breadwinner is brought home in a cart, to stand at the pithead and see the broken bodies coming up in batches, and in these experiences to hear the uncontrollable sobbing of the wife and mother, is to have born in one's heart an undying admiration and an inexpressible pity for one of the bravest figures of our day, the miner's wife."

But does the Church know all these things? asks Mr. Barr. Has it made any effort to know them?

"No, else it had spoken out more fearlessly long ere this. The Church that would win the miner must sit where the miner sits, must think out the Gospel in the light of the peculiar circumstances of his calling, must study the Christ of the coal-fields; and more, must be prepared to stand by the miner when his demands for justice are such as Christ Himself would commend. This is not to commit the Church to a political program or party any more than did the crusade for the abolition of the slave traffic, or any more than does the crusade for the abolition of the drink traffic. The modern Church is far too timorous in these things, too afraid of giving offense. The Church complains bitterly that she has not the funds to do what she wants to do. Is it not true that the money the Church possesses and the sources from which she draws that money silence and retard her far more than the money she does not possess? The fundamental need of the Church in this, as in most other problems, is not money but men, not cash but conviction, not insipid and watered-down policies but clear and fearlessly enunciated principles.

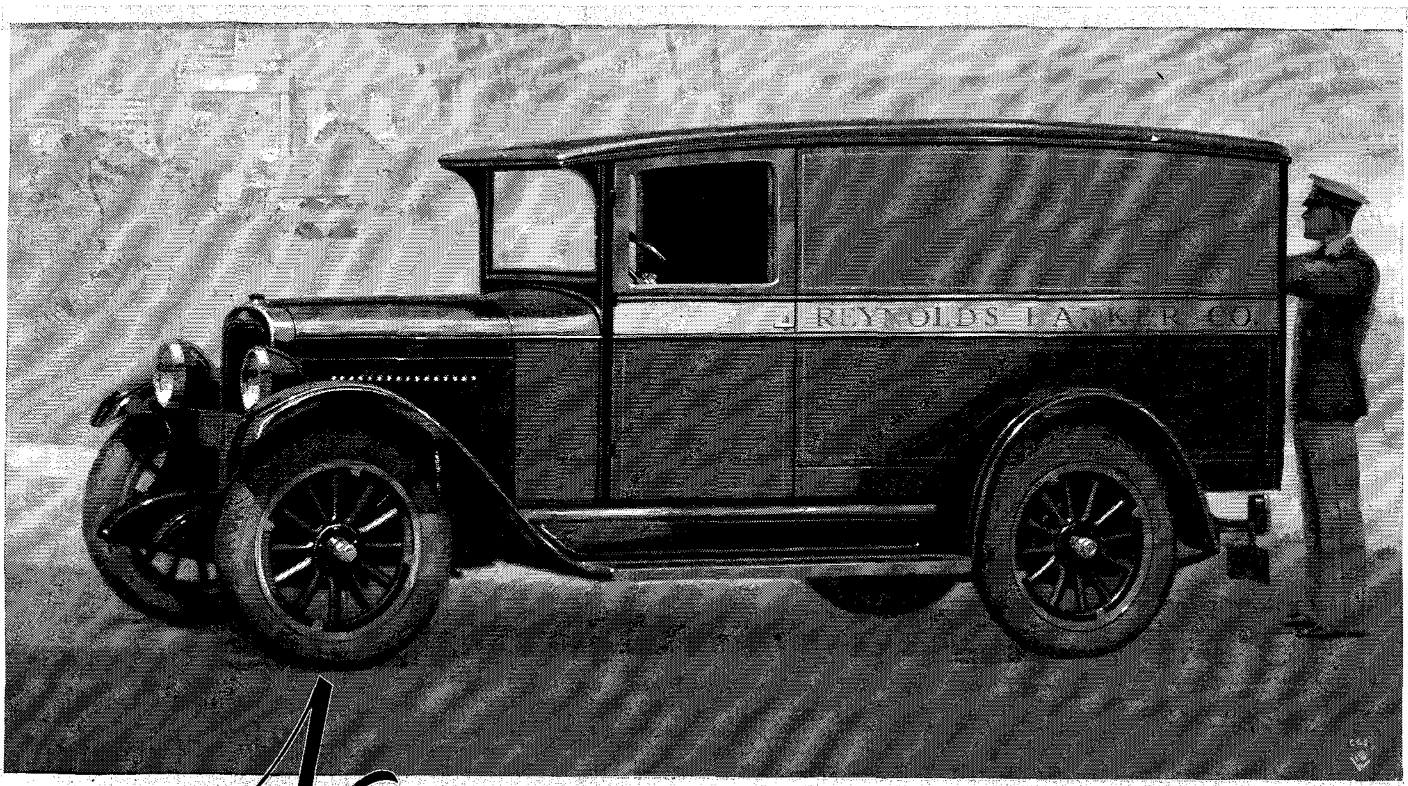
"Again, the Church would do well to consider whether Christ may not be in the coal-fields already, and have been discovered in an altogether different form from that in which the Church with her stereotyped creeds thinks He should be discovered. The leaders of religion have been declaring that much of the present discontent and turmoil in China is due to the leaven of Christian teaching. May we not say that much of the present discontent in the coal-fields is also due to a similar cause—the leaven of Christian teaching, implanted in the miner's mind not, alas, by the Church, but by other agencies? The miner is perhaps not as far removed from the Kingdom as he is from the official Church.

"Finally, if the Church is going to continue whirlwind campaigns, not only will she require to do a great deal of hard thinking beforehand, she will require to envisage a greatly extended front line. Are the coal-owners any less needful of an evangelical campaign in their midst than the coal-miners? Are they as a class any more Christian or any less pagan? Are we not in these efforts as lopsided as we are in our big cities, where we persistently wage our missions in the East End, what time the real roots of the diseases we are attacking are probably deeply entrenched in the West End? May it not be that an intensive revival campaign among coal-owners and shareholders would solve many of those problems which the Church has been fondly imagining can only be solved by a revival in the coal-fields?

"All of these may be disturbing questions. But they raise serious issues. They are worth thinking out. And they take us to the root of the matter."

for Economical Transportation

CHEVROLET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CURRENT ▾ POETRY

Unsolicited contributions to this department can not be returned.

WE went to press too soon after Lindbergh accomplished his flight to have many poetic celebrations of the event to choose from. Now there are too many. And we are obliged to pass over some of merit. The following printed as an editorial in *The Nation* (New York) has the quality of the old ballad:

SKOAL! CHARLES LINDBERGH, SKOAL!

ANON.

"Speak! speak! thou fearless boy!
Who, to our breathless joy,
Hast with thy wingèd toy
Tamed the Atlantic!
Wrapt not in eagle-down,
But with your harness on,
You flew where none had flown,
And we are frantic."

Then from those Northern eyes
Laughter began to rise,
Thinking of sleety skies
Passed now forever,
And of the water's flow
Under the ice and snow,
As he resolved to go
Back to land never.

"I am no Viking old!
My deeds are young and bold;
We came through all that cold—
I and my engine.
Before you have toasted me,
Hailing my victory,
Let those nine pistons be
Honored with mention.

"Over Long Island Sound,
By the Grand Bank around,
We left the solid ground
Darkened behind us.
Then fell the evening—
Frozen and evil thing—
With only the compass ring
There to remind us.

"Sleep there was none now;
I and my swift prow
Sped as we wondered how
Broad was the ocean.
Rising ten thousand feet—
Still came the angry sleet!
Ah! then the early, sweet
Morning in motion.

"All day I felt the pull
Of the steel miracle. . . .
Ireland was beautiful,
Then France was near us."
Now from the flowing bowl
Spoke forth a nation's soul:
"Skoal! Charles Lindbergh, skoal!
New York to Paris!"

The Sun (New York) again hits the note. In briefer compass the flight is again celebrated in Saga:

A SIGNATURE

BY BOB DAVIS

What was that glinting
Silver thing
That flashed like something wild a-wing,
And fled on the crest of the morning,
Leaping the coast of Newfoundland
As a jewel the zenith adorning?

What is that glittering over the sea,
Remote in the heavens,
Higher and higher;
Plunging for Ireland,
Swift as an arrow tipped with desire?

What is that shimmering
High above England
Weaving the mists,
Invading the Channel?
What does it bring,
This shadowy thing?

Avant! Over France
Like an eagle it hovers
Aloft in the blue;
Spiraling, gliding,
Coming to rest,
A pant in its breast
Weary of riding.

Mon Dieu! It is mortal
Out of the void
Hurrying by
Signing the name of
LINDBERGH
On the land
And the sea
And the sky.

THIS in the Cincinnati *Times-Star* carries reminders of what we are prone to forget:

LINDBERGH

BY GEORGE ELLISTON

So beautiful his deed, and brave,
It is heroic, great, and yet—
To-day I saw a man war-blinded
Sell papers; I can not forget—

Another youth, another time,
Oh, not so very long ago,
That risked Its sight, Its skin, Its all,
To keep a reeking world from woe.

His deed is beautiful and brave;
It shall stand shining through the years
While those sleep in their unknown graves,
Lost even to their love's dear tears.

His, a reward beyond all dreams;
Theirs, but a passing line, strange grave;
His, splendor of a daring feat;
Theirs, honor and a world to save.

Is it not timely that his daring
Illumines one memorial day?
To turn men's memories, slackening,
To all youth proudly gave away?

PERHAPS few poems have gained wider popularity than Joyce Kilmer's "Trees." Here are two poets, the first speaking in the London *Spectator*, the second in *Floyd's Self-master* (Union, N. J.), which individualize trees and give them a personality:

WAYFARER'S THORN

BY HAMISH MACLAREN

Of all the trees, in every land,
From Forest Flame to snowy pine,
O I will keep, by heart and hand,
The hawthorn and the blackthorn mine:
Of all the trees that I have known,
On every road, however long—
For hawthorn flower is memory's own
And blackthorn boughs as faith are strong.

O never a tree but fairly grows!—
Slight birch, the Lady of the Woods,
And oak, and ash, and sweet wild rose,
And cypress in starlit solitudes:
Laburnum and lilac, cherry, larch,
Red rowans in the hills of home,
Slim sallow stems that flower in March,
And ilex by the salt sea foam.

Yes, elm and apple, and beechen dales,
Dim silvery firs by silent seas—
But still shall rove Time's nightingales
Thro' hawthorn trees and blackthorn trees:
And holier yet, in music's wake,
As holly's lamps when autumn ends.
Sweet hawthorn blooms for sorrow's sake,
And blackthorn boughs are pilgrims' friends.

In hawthorn red by upland ways,
Or white as cloud in evening dells,
I will keep lovely all my days
The magic hours that need no bells:
And when the blackthorn spills its load
Of stars too bright to let me rest,
I'll cut a stick, and take the road,
And walk into the crimson West.

I'VE NEVER SEEN A PINE BOW DOWN

BY CARL MAGG

I have seen oak trees bent with living,
I've seen some birch clan dude
set mincing by a hoyden breeze
and I have seen a cottonwood
sprawled out in rustic generosity.
but . . . I have never seen a pine bow down
to either gale or God
or any permanent affliction.

I can remember pines as upright poets only
who listen much and gently comb the wind
for answers to their queries;
too proud to give to pain more than a sigh
and too compassionate to gush aloud.

I've never seen a pine bow down,
but . . . once I found a trunk, by lightning stripped,
to perpendicular defiance, like an ageless thing
still standing guard on damaged beauty all about,
a rooted headstone, charred and stark—
a picket whom the winds respected.

WE are living in days when men's emotions can only be relieved in verse. So here is one, in the New York *Herald Tribune Magazine*, that fits the tragic episode of the Mississippi:

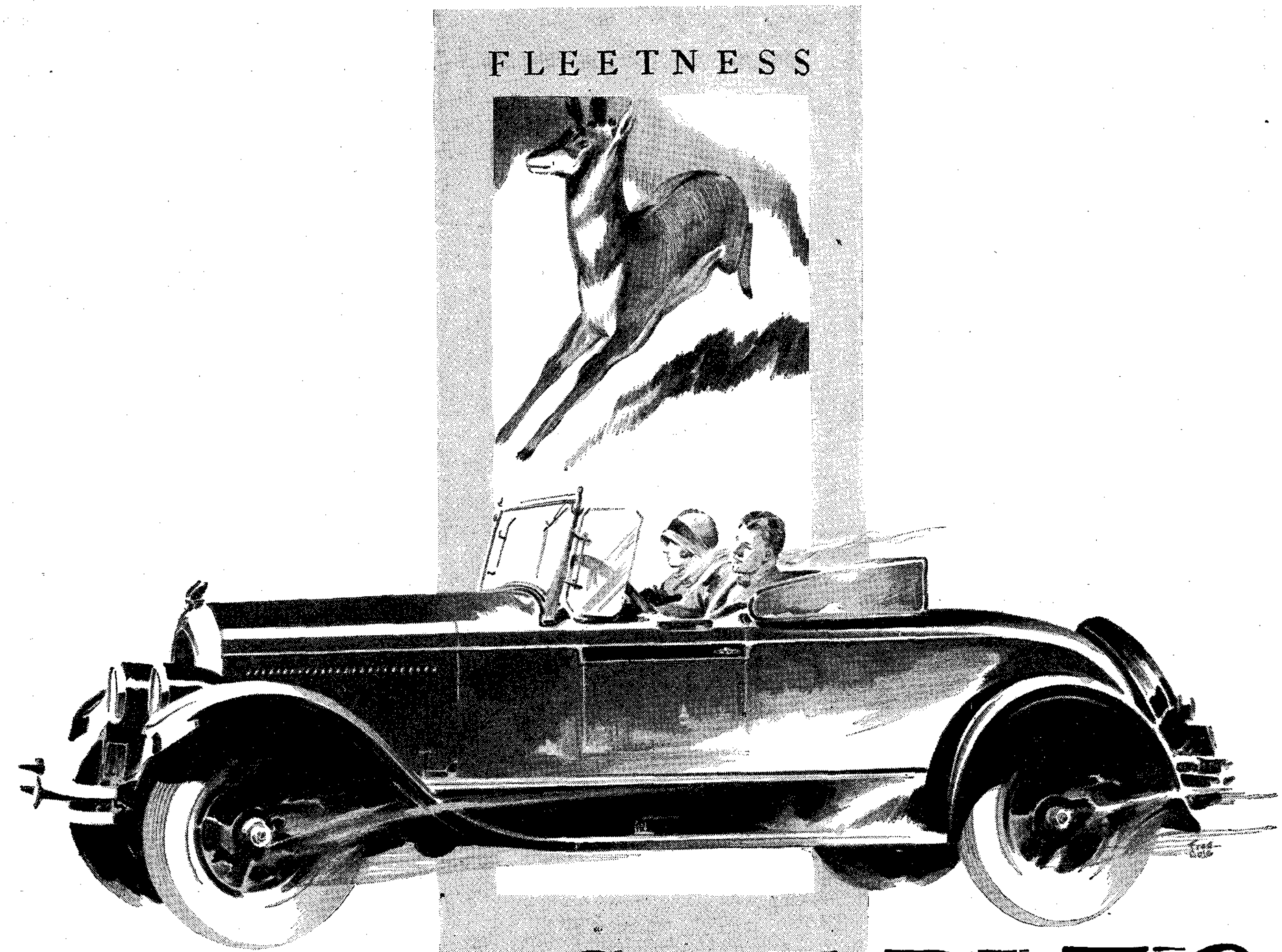
THE GRAY AND THE BLUE

BY CURTIS WHEELER

The Blue and Gray still sleep upon their hill
Where once a poet wrote a song for them,
Above the river sighing requiem—
A tawny panther now, that laps its kill!
Amid the waste below,
Communities of tattered, tented woe
Line sodden levees, stripped and gaunt and bare,
While leagues around a deluge, sweeping wide,
Has drowned an empire, leaving through the tide,
White spires, pale fingers, held aloft in prayer.

In Vicksburg, where the Yankee cannon spoke,
And Cemetery Ridge remembers still,
Two pictures tell a message of good will,
Set at the portals of a gallant folk.
Above the legend, "Peace,"
Lincoln and Lee in sign of war's surcease—
Gaze on a world again in tatters rent.
Once more a desperate war has broken forth
Against a ruthless Titan of the North,
Strong with the rains of half a continent.

The Gray and Blue were worthy of their past,
When through the worst of mud and blood and shell
They fought across the Marne to the Moselle,
Until the mocking guns had spat their last.
And now, a decade gone,
The brothers of that war must carry on.
A nation stands together on this day,
And through the flood or ever else befall,
We hear and answer to our brothers' call;
Forever stands the Blue beside the Gray.



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ANY one of the 4700 Chrysler dealers throughout the country will gladly arrange to give you a real ride in the finer Chrysler "70"—you to drive the car in the way you are accustomed to drive.

Such a demonstration, we are confident, will *convince* you of its genuine superiority.

That's the sure way to learn the results of the constant progressiveness which maintains today's finer Chrysler "70" as far ahead of its field as when it first swept the country three years ago.

We can recite to you the advantages of its speed of 70 miles plus, its astonishing pickup of 5 to 25 miles in 7¼ seconds.

We can tell you what its scientifically balanced 7-bearing crankshaft and impulse neutralizer contribute toward its greater smoothness; how much more comfortably you ride because of its low chassis design; how much more its unique spring suspension and its shock absorbers contribute to road steadiness; how much more easily it handles because of its pivotal steering gear; and how much safer you feel because of its four-wheel hydraulic brakes.

But the *real* way for you actually to discover these things for yourself is to learn them today in an extended test over all sorts of roads, through all sorts of traffic, with *you* doing the driving.

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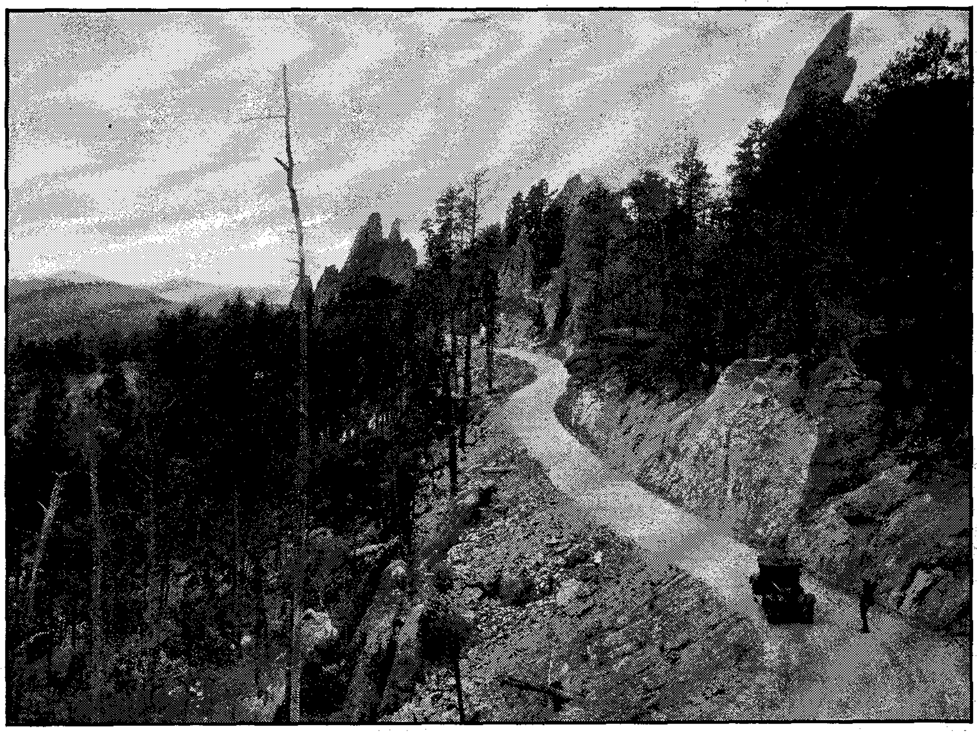
PERSONAL • GLIMPSES

THE BLACK HILLS FROM WILD BILL TO SILENT CAL

NOT FOR MORTAL MAN, according to a Sioux legend, existed the teeming and tumultuous hunting-ground of the Black Mountains—flippantly miscalled the Black Hills by later pioneer palefaces. The "extraordinary beauty" of the territory surrounding the dwelling chosen by President Coolidge for this year's "summer White House" may have helped to give rise to the immemorial Indian myth whereby it was held consecrate to the Great Spirit, and strictly tabu to ordinary humanity. It was taught by the medicine-men that "the Great Spirit, standing on the summit of a solitary mountain-peak lying outside the foothills, called his children together from ocean to ocean" and told them that Pa-Ha-Sa-Pa, the Black Mountains, were not their hunting-ground, but his. "If any of the Indians went there to hunt, they would be struck by fire from heaven. He promised the good Indians, however, that they might stop there awhile on their way to the Happy Hunting-Grounds." So relates United States Senator Peter Norbeck, of South Dakota, in *The Outlook;* and it is hardly necessary to add that the aboriginal tabu didn't cut much ice with the white prospector, originator of the bright remark, "Thar's gold in them thar hills." Hence the legend of the Great Spirit came to be replaced with legends of Calamity Jane, Wild Bill Hickok and other hair-trigger heroes of Deadwood days, not forgetting Buffalo Bill. Also not far afield are earlier mementoes of a yellow-haired Custer, and a crafty Chief Bear Bull, while, later, a young ranchman named Theodore Roosevelt prances across the scene.



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WHAT PRESIDENT COOLIDGE WILL SEE ALONG THE ROAD

One traffic sign reads, "Drive carefully, you may meet a fool"; and the advice is good for all the Black Hills roads the President is likely to drive over this summer, with their sharp grades and turns, and the precipices that yawn beside them. The summer White House itself was pictured in our last issue.

And now—goodness knows what new legends may not be born there in the next three months. Already there is talk of christening some sufficiently handsome peak Mount Coolidge, and of the likelihood of the President's being guarded by twenty-five full-blooded Sioux Indians, along with their white comrades of the Fourth United States Cavalry; and only the voice of prophecy could reveal, if it would, what more may be on the lap of the gods. At all events, the special wires will be hot from the Black Hills until the leaves begin to fly, and now is the time for all good men to build a fairly accurate mental picture of that temporary fountain-head of current history. The Washington *Star* draws our attention to the fact of the President's venturing "about two thousand miles from Washington," and points out that he will spend the summer "in a country that has been little changed by the hand of man and where he will frequently see deer and the roaming buffalo, and at times hear the howls of other wild animals." In fact:

> The State game preserve in which the summer White House will be located is the haven of every kind of animal that was common to the mountain section of the West before civilization in its swift march across the continent thinned their numbers and drove them to more remote sections. Within the 125,000 acres of land in this preserve there are not only several hundred buffalo and more than 2,000 elk, but there are bear, antelope, mountain goats and mountain lions. The deer are said to have increased so in this preserve that they now are numbered in the thousands, and according to Senator Norbeck, of South Dakota, principally upon whose representations the President selected this section for his vacation, they are so tame and friendly that they graze peacefully along the highways with no fear of the passing tourists. There also are wild turkey, partridge, quail and grouse as well as countless kinds of other birds.
>
> The State game lodge, previously used as a hotel for tourists, will be occupied for the summer by the President and Mrs. Coolidge. It is modern in its general nature and is represented as being attractive from a rustic view-point, and as being so arranged as to afford the Presidential family all the comforts that could be desired in a mountain retreat. However, this building is nothing to compare, in architectural beauty, with the summer home the Coolidges occupied at Swampscott two summers ago. Nor does it offer the rich furnishings for which the Swampscott home was noted. It also lacks the luxuries that existed at White Pine Camp in the Adirondacks, where the Coolidges spent last summer. However, the game lodge is comparatively new and possesses an architecture harmonious with the surroundings. South Dakota is proud of this building, and Senator Norbeck, who has stayed at the lodge on many occasions, feels confident that Mr. and Mrs. Coolidge will find happiness and comfort during their stay.
>
> The lodge has more than twenty rooms, and is surrounded by a number of rustic log buildings that could be used by servants and guests in the event extra quarters are needed. The lodge boasts of its large, attractive living-room, and the broad porches on three sides of the building. Senator Norbeck said that the President will be able to sit upon the porch and enjoy the sight of elk and deer, as well as other game animals roaming about. Some of these animals frequently come to the steps of the front porch, he said.

(*Continued on page 41*)

The Restful Car

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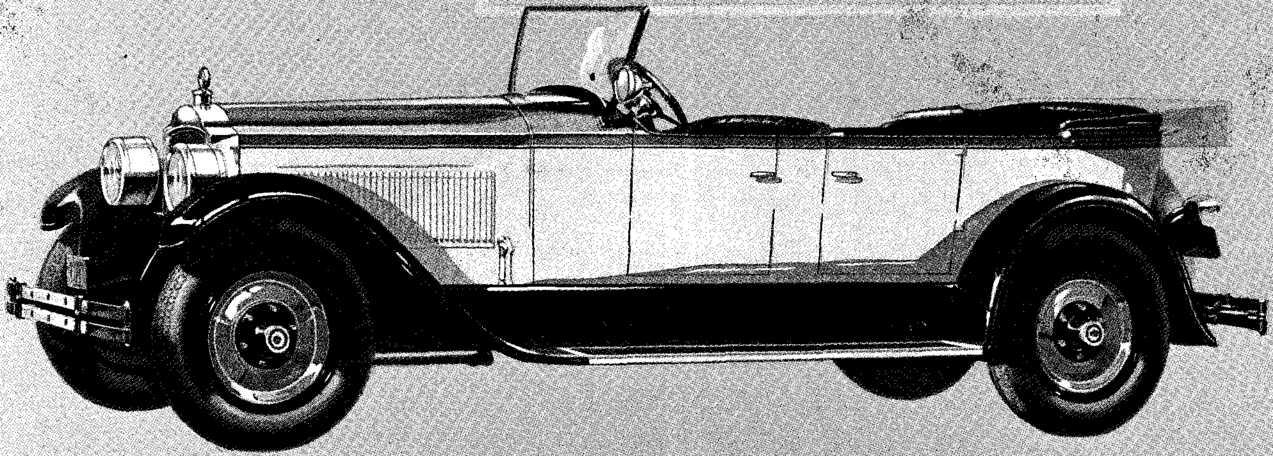
"The supreme combination of all that is fine in motor cars"



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Thousands of families have not been without the faithful service of a Packard for a generation.

To these and many other families of more recent ownership Packard cars have come to mean far more than fine, efficient machines of transportation. They have gained some part of that affection men feel for faithful dogs and high-bred horses.

For the Packard is, above all, *dependable*.

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ASK THE MAN WHO OWNS ONE

PACKARD

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THIS summer resolve to do away with all unnecessary housework. Resolve too, to let the "magic of color" brighten your home. It's so simple and inexpensive to do both with Congoleum *Gold Seal* Art-Rugs.

The smooth, waterproof surface of these modern floor-coverings can be cleaned in a few minutes with a damp mop. This means freedom from the dust and ache of back-breaking sweeping and beating! Think what a godsend this is on hot cleaning days.

And what cheer and brightness you'll find in the many lovely patterns—each the creation of a master artist. In no other low-priced floor-covering is offered such exceptional beauty of coloring and design.

There are *Gold Seal* Art-Rug patterns for every room in the house. You can choose from rich-toned rugs to harmonize with living and dining room furnishings, gay novelty designs to give variety to bedrooms, smart effects for the porch and the trimmest patterns you ever saw for brightening up the kitchen. In all popular sizes up to 9 x 15 feet.

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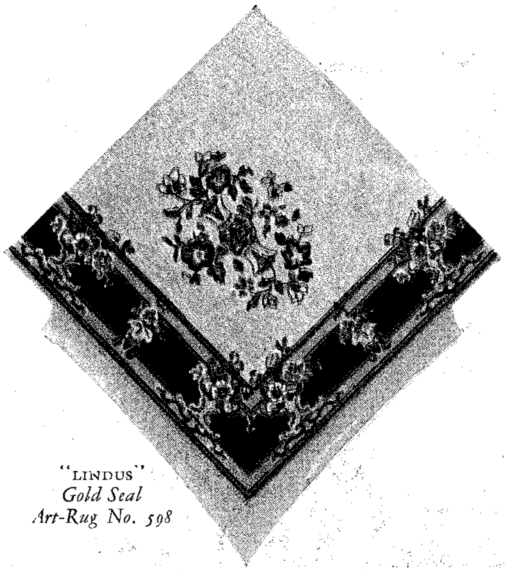

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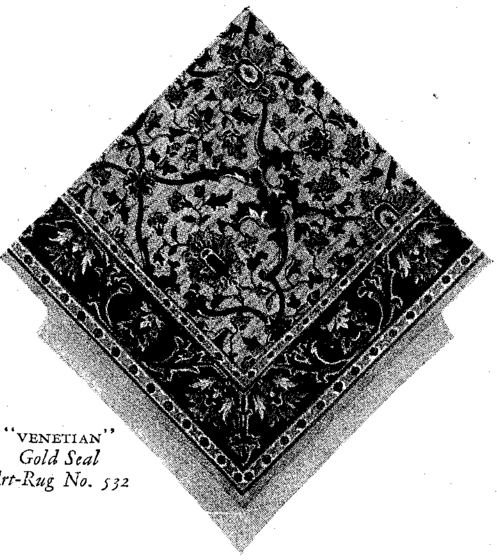
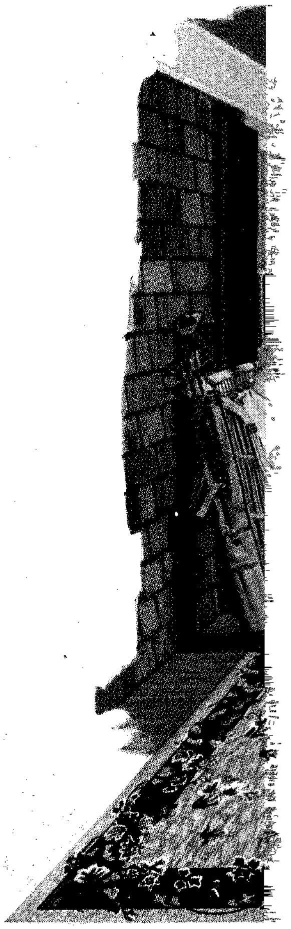
Gold Seal
Art-Rug No. 598

"BRITTANY"
Gold Seal
Art-Rug No. 306

"SAN TOY"
Gold Seal
Art-Rug No. 587



"VENETIAN"
Gold Seal
Art-Rug No. 532



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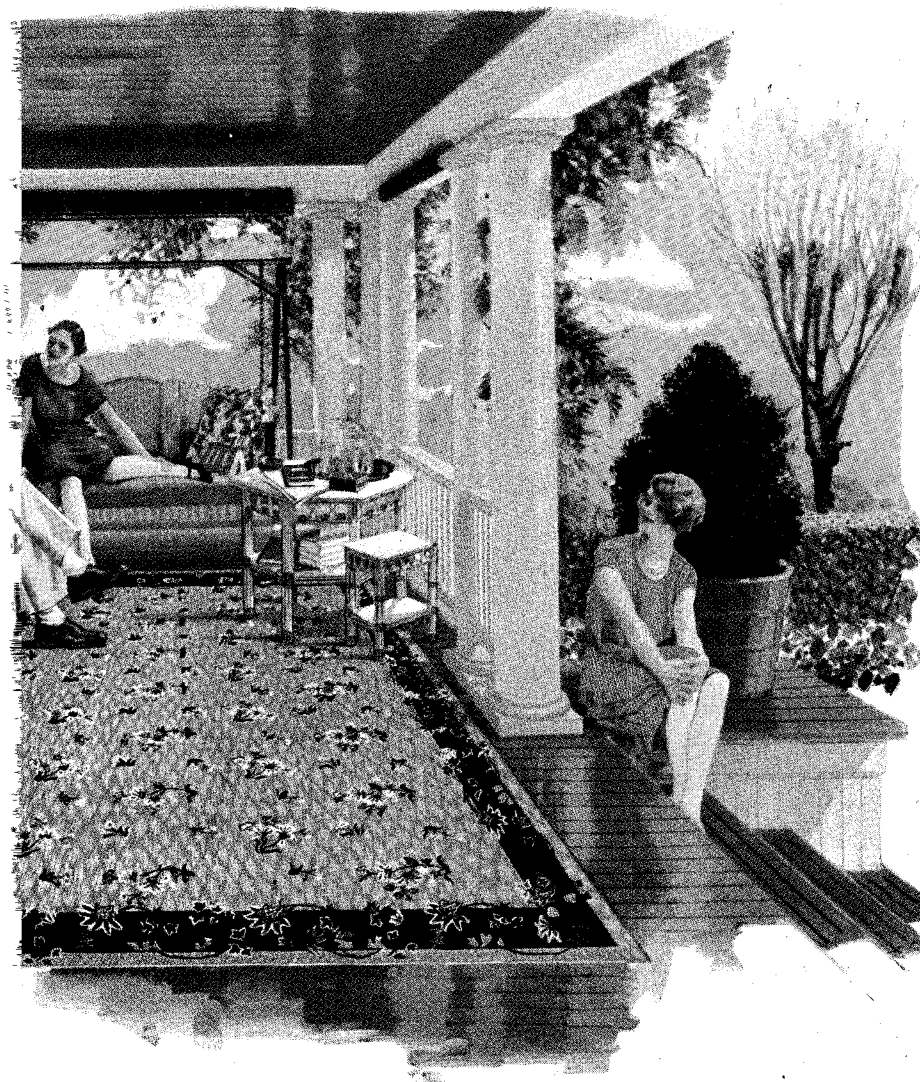
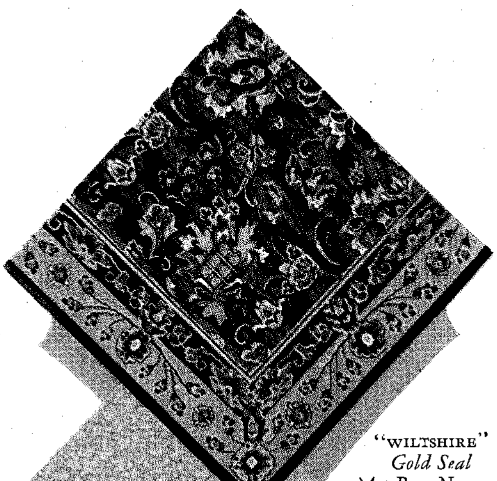
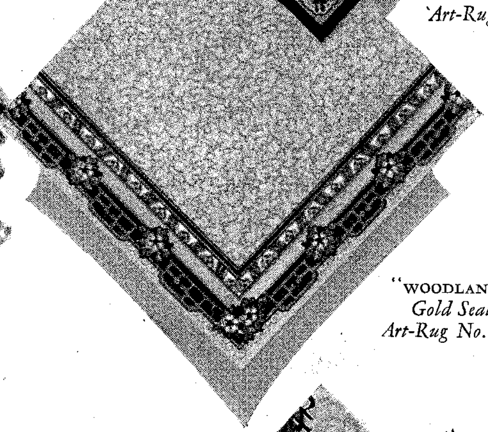




"WILTSHIRE"
Gold Seal
Art-Rug No. 574



"WOODLAND"
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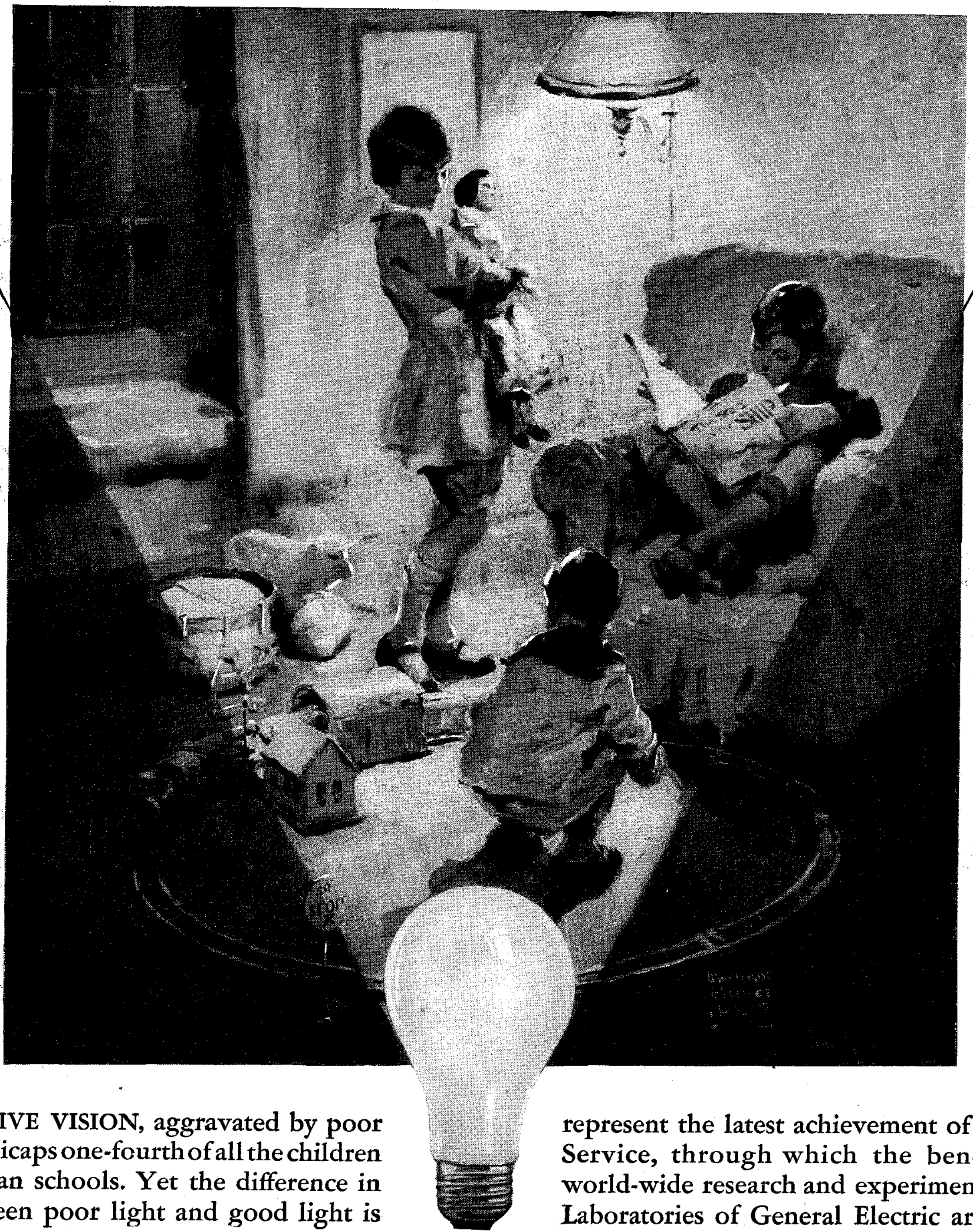

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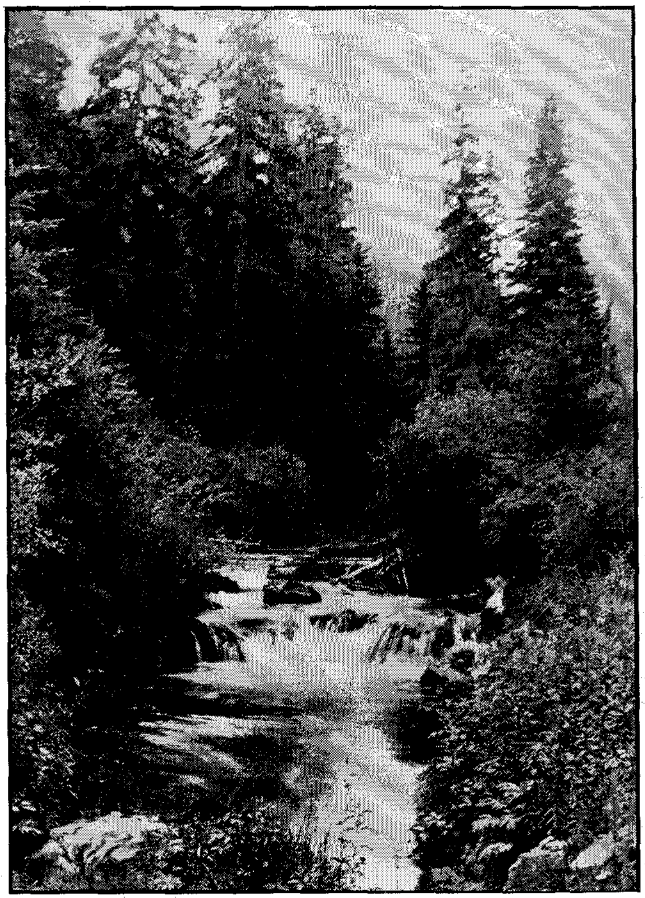
EDISON MAZDA LAMPS

GENERAL ELECTRIC

(*Continued from page 36*)

Since the present structure opened in 1922 it has been under the management of Mr. and Mrs. C. C. Gideon, formerly of Minneapolis, whose wholesome hospitality has gained them countless friends. Until two years ago Mr. Gideon was also gamekeeper of the State game preserve, supervising the care of thousands of buffalo, deer and elk that roam the adjacent sanctuary.

The lodge is a spacious three-story frame building, resting on a foundation of huge boulders. The building faces north by east, and a broad expanse of well-kept lawn separates its front steps from the main highway through the park. A few yards north of the highway the crystal-clear spring waters of Squaw Creek boil along its rocky bed, to disappear into the ground a few miles down the valley and reappear with increased volume farther on. Facing the lodge are the rock-strewn, pine-clad heights of the Big Horn sheep and Rocky Mountain goat pastures, that rise abruptly from the north bank of the creek. Behind it, the south ridge of the valley rises steeply from the back doors.



Herbert Photos, Inc.

HERE THE PRESIDENT MAY HOOK A WHOPPER

Twelve miles of trout streams like this have been set aside for the sole use of Mr. Coolidge and his guests. Seven miles of these streams are within easy drive of the summer White House, while five are high in the mountains, where the rainbow trout are best.

The present structure was completed in 1922, after its predecessor was burned to the stone foundation in the fall of 1921. The lumber used in its construction was sawed on the ground. The logs were brought in from the forest on a narrow-gage railroad that was built for logging operations. Both the saw-mill and the railroad have just recently been removed from the premises. Mr. Gideon, who is by profession a construction engineer, supervised the building.

Upon entering the lodge the first impression gained from the woodwork and furnishings is one of restfulness and comfort. Game heads and Black Hills scenes grace the walls, and buffalo robes are strewn about the floor. To the left of the hall is the dining-room, and to the right the living-room. At the end, opposite the entrance, a short flight of stairs leads to the pheasant room, which is used for dances and banquets.

The massive rustic stone fireplace is a magnet that sooner or later draws all guests into the heavily beamed living-room, where overstuffed furniture invites relaxation after days of fishing or hiking in the hills.

Directly across the building, the fireplace in the dining-room is made up of Black Hills specimens of various kinds. Petrified woods, crystals and mineral rocks, some with free gold flecking their rough surfaces, make up a splendid piece of masonry. The capacity of the room is twenty diners, and when more places are needed the pheasant room is prest into service. There is another dining-room in the basement for the servants.

The pheasant room is so called, the *Star* writer explains, from the number of gorgeously hued, mounted ring-neck pheasants that deck its walls and chandeliers. During the tourist season it is the center of gaiety, we learn, while—

On the second floor the Governor's suite occupies the place of honor. This will no doubt be the President's suite. It consists of a living-room with fireplace, bath, bed-chamber and sleeping-porch. The fireplace is made up of hand-sawed blocks of gypsum of irregular sizes, the dark mortar making a contrast to the mottled white of the stone.

Instead of bearing numbers, the remaining rooms on the second and third floors are known by such names as Cecil Clyde, Elma Mary, Chimney Rest, Buffalo Den, Maiden's Rest, Deer Trail, and so on. They are all comfortably furnished and tastefully decorated to carry out the homelike air given to the lodge by the Gideons.

There is a sporty nine-hole golf course in connection with the lodge. Squaw and French Creeks and many other mountain streams are well stocked with wily trout. A string of saddle-horses, overlorded this year by Dakota Clyde Jones, a ranch product of this vicinity, who has gained fame as a bronco-twister, is kept for rides over the steep mountain trails and through the verdant valleys.

This home in the Black Hills is fourteen miles to the nearest railroad point at Hermosa on the Chicago & Northwestern Railroad. However, this is merely a railroad getting-off place and has a population not much greater than Plymouth Notch, Vermont, the President's crossroads birthplace.

Because of the facilities and accommodations it offers, Rapid City has been selected for the establishment of the President's office and the base of supplies for the summer White House. It is one of the principal cities of the State, and serves as a gateway to the hill country. It takes its name from Rapid River, upon whose banks it is located, and is more than thirty-two miles from the President's lodge home. This will mean that the Executive will be confronted with an automobile journey of sixty-four miles every time he finds it necessary to transact business at his office. The thought now of having to make this long ride has reduced considerably the enthusiasm of the President's secretaries and the others of his official party and the newspaper correspondents, all of whom will necessarily have to make daily trips back and forth.

Senator Norbeck, however, has attempted to comfort these members of the President's party by explaining that the road between the lodge and Rapid City is a splendid one, and that they will never tire of the beautiful scenery along the way.

Despite Rapid City's prominence as a commercial, agricultural, and railroad center, it has a population of less than 8,000. It is built at the edge of the prairie, is in the center of the famous Black Hills alfalfa fields, and is said to be the most important alfalfa seed market in the United States. Its altitude is 3,300 feet above sea-level.

Custer, which is only fourteen miles from the lodge to be used by the President, was considered for a time as the place in which to locate the executive office and base of supplies. It is located on the Chicago, Burlington and Quincy Railroad, but it was eliminated from consideration in favor of Rapid City because it lacked the facilities and accommodations offered by the latter. The population of Custer is about 800. The town is nestled up in the mountains at an altitude of about 5,500 feet, which is more than 1,500 feet higher than the President's lodge.

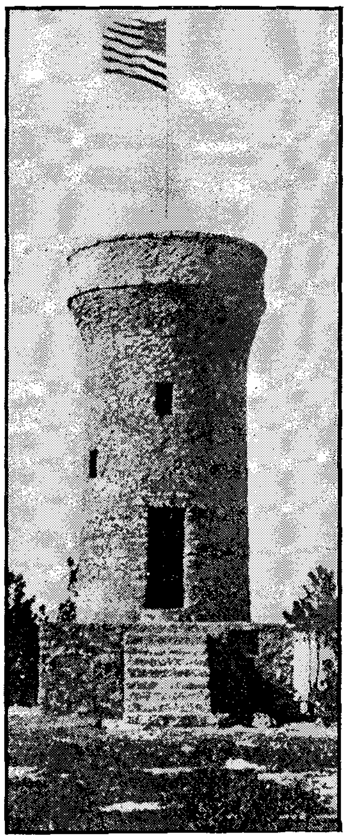
The town of Custer is the county seat of Custer County, in which the President will live. The town and county derive their name from General Custer, the noted cavalry leader, who, with a small band of troopers, was killed by the Sioux Indians at Little Big Horn, Wyoming. Custer's military outfit spent considerable time in the Black Hills before going into Wyoming and for a while camped at what is now the town of Custer. It was one of Custer's cavalrymen who, in 1874, discovered gold in that section of South Dakota, which discovery has resulted in more than $300,000,000 worth being taken out of the Black Hills section during the half-century.

Another place of great interest near the President's lodge is Sylvan Lake, twenty miles to the northwest, which is claimed by many to be one of the real beauty spots of this country. The

> State has built an attractive lodge on the shore of this lake to accommodate tourists. The altitude is 6,200 feet, and the lake is described as comparing in color with the lakes of Italy and Switzerland, and is said to be so deep that its bottom has never been fathomed.

The President has been told, we learn, about the Devil's Tower, a high round sentinel of crystalline formation rising above the surrounding country some 1,200 feet. Also:

> Other places of interest which have been suggested to the President as worth visiting are Harney Peak, referred to as the sire of the hills. It is 7,200 feet above sea-level, and is said to be the highest peak between the Rockies and the Alps of Switzerland; Lookout Mountain, another interesting peak in the vicinity; Wind Cave, Crystal Cave, Hot Springs, a resort about thirty miles south of the lodge, and Buffalo Gap, another of the show places, as is the "Needles," a formation pointing tall granite points, like fingers, skyward.
>
> Aside from the bracing climate and the attractive scenery, the President, it is thought, will find much of interest in the romance associated with the Black Hills country. Near the northern border of the Black Hills link of State parks is Deadwood, famous as one of the early frontier sites, and a scene of many gun battles, as well as fights with the Indians. Probably it is best known to the boy of the East for the six battered old stage-coaches labeled "the Deadwood Coach" that have appeared for more than two generations in Wild West shows. This old town is renowned also because of its association with Buffalo Bill, Wild Bill Hickok, and Calamity Jane. Wild Bill, who is credited with having more notches on his gun than any other man, was an officer of peace and law during Deadwood's wildest and bloodiest days. He is buried on the hillside just beyond the town, and his grave is visited by thousands of tourists annually.
>
> Adjacent to Deadwood is the town of Lead, in the heart of the gold-mining district. Farther to the north is Spearfish, a little town just beyond the borders of the Black Hills Park, at which place the Government maintains a fish hatchery.
>
> Mount Rushmore, just inside the boundary of the park, is another point of interest. It is upon this mountain that four heroic figures of Washington, Jefferson, Lincoln, and Roosevelt are to be carved.



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FOR ROOSEVELT

This monument to his predecessor is one of the sights of the Black Hills which President Coolidge may include in his sightseeing. It is by Gutzon Borglum.

> There are numerous mountain streams running through the park, the most prominent one being French Creek. All of these are well stocked with trout, and the President is skilful enough with his rod and reel to find little difficulty, according to the reports, in keeping his table well supplied throughout the summer.
>
> There are several Army posts not far distant from where the President is going for his outing, and it has been tentatively decided to recruit the guard for the summer White House from the soldiers at these posts. The President thinks it would be a useless expense to transport fifty or sixty Marines from here to the Black Hills when there are plenty of soldiers near at hand.

The *Star* writer refers to the "summer White House" of 1927 as "far removed from the center of population; whereas Senator Norbeck opens his *Outlook* article with the remark that "few realize how near the center of population lies the wonderful playground of nature, the Black Hills of South Dakota." The Senator does not enlarge on that point, but the New York *World*, having given some attention to the "center of population" question from an original point of view, quotes these excerpts from an editorial it printed on March 14, before the Black Hills location had been selected:

> The site of the summer White House, it hardly needs saying, will be chosen without reference to invitations. It will be chosen with reference to that large section of the electorate affected with agrarian discontent—in plain language, the voters who are sore at Mr. Coolidge for his veto of the McNary-Haugen Farm Bill.
>
> With this in mind, any citizen can forecast the probable location of the summer White House with a high degree of accuracy. The method is this: Take a piece of stiff white pasteboard and trace on it, by means of carbon paper, a map of the United States. On this map mark carefully, using a dotted line, the area of loudest agrarian squawking. With a pair of scissors cut along the dotted line, being careful to trim rough edges and repair torn places with paste and tissue paper. The problem now is to find the center of the irregular piece of pasteboard that you have cut out of the map. To do this stick a pin in it at what seems a likely place and see if the pasteboard spins freely on the pin. If it does, that is the center. If it spins a little lopsided, then the pin must be moved a little until a perfectly balanced pinwheel spin is achieved.
>
> This, the center of the agrarian disaffection, will be the site of the summer White House. By our own rough experimentation we find it to be a point located seventeen miles south and slightly east of Omaha, Nebraska. This, as it happens, is in the middle of the Missouri River. So it looks as tho the Presidential pike this summer will be a Missouri River mud-cat.

And then, after quoting the announcement of the Black Hills choice, *The World* appends this tag of politico-geographical comment:

> South Dakota, as most of us know, is the next State to Nebraska, and the Black Hills are a comparatively short distance from the spot in the Missouri River which we referred to on March 14. The method of procedure we recommended, we find by checking back, was correct; our error arose from our failure to include Montana in the area inclosed by the dotted line. With Montana included, the pin sticks through square in the middle of the Black Hills.
>
> We are happy indeed to have devised a scientific means of forecasting an important political fact.

In a somewhat more genial spirit, the New York *Sun* soliloquizes:

> Recently Doc Carver, writing to *The Sun* on the subject of Wild Bill Hickok, recalled that he tried to dissuade Bill from going into the Black Hills in '74, when the gold excitement began. He was afraid that something would happen to the greatest gunman of the day—and it did. Tempora mutantur, as the Doc would say. It appears certain that President Coolidge will spend the summer in those same Black Hills which made the "Evil Spirit of the Plains" to pause. The wild miners and the gunmen have left the purple shades of the great forest. The Injuns that Custer fought are good Indians. A descendant of Chief Bear Bull, who was evicted from the Hills, is about to demand $800,000,000 from the Government for the Black Hills gold that was his birthright; but he uses lawyers instead of tomahawks.
>
> No longer does the Deadwood coach rattle down the mountain road, the circumambient air full of bullets and arrows. Black Bart the Renegade rides no more except in first edition Beadles preserved in museums and attics. Doc Carver, the great buffalo killer, suns himself in Florida, but there are bisons still in the Black Hills, kept by Uncle Sam in the huge park where the President is expected to live. And bears! So ferocious that they will eat the chicken right out of a camper's tin can and not go 'way unless spoken to harshly. The hostility of the ancient days lives again in desperate tennis matches on the shores of Sylvan Lake, and the mountain sheep flees at the wild cry of "Love all!"
>
> Yet the Hills, except for the scars inflicted by the gold diggers (old definition), are the same as they were. They are not as black as they used to be; "they never were." Pine and blue spruce and gray granite melt into a deep purple. The streams roar down the mountains. The canyons will echo to the chug of the President's motor-car as they echoed, in Mr. Beadle's immortal library, to the crash of the body of Black Bart as it bounded from crag to crag.

While President Coolidge is casting for trout, conjectures A. R. MacKenzie in the Boston *Post*, it is possible that "fantom figures will be striding past him on the old Indian trails, figures

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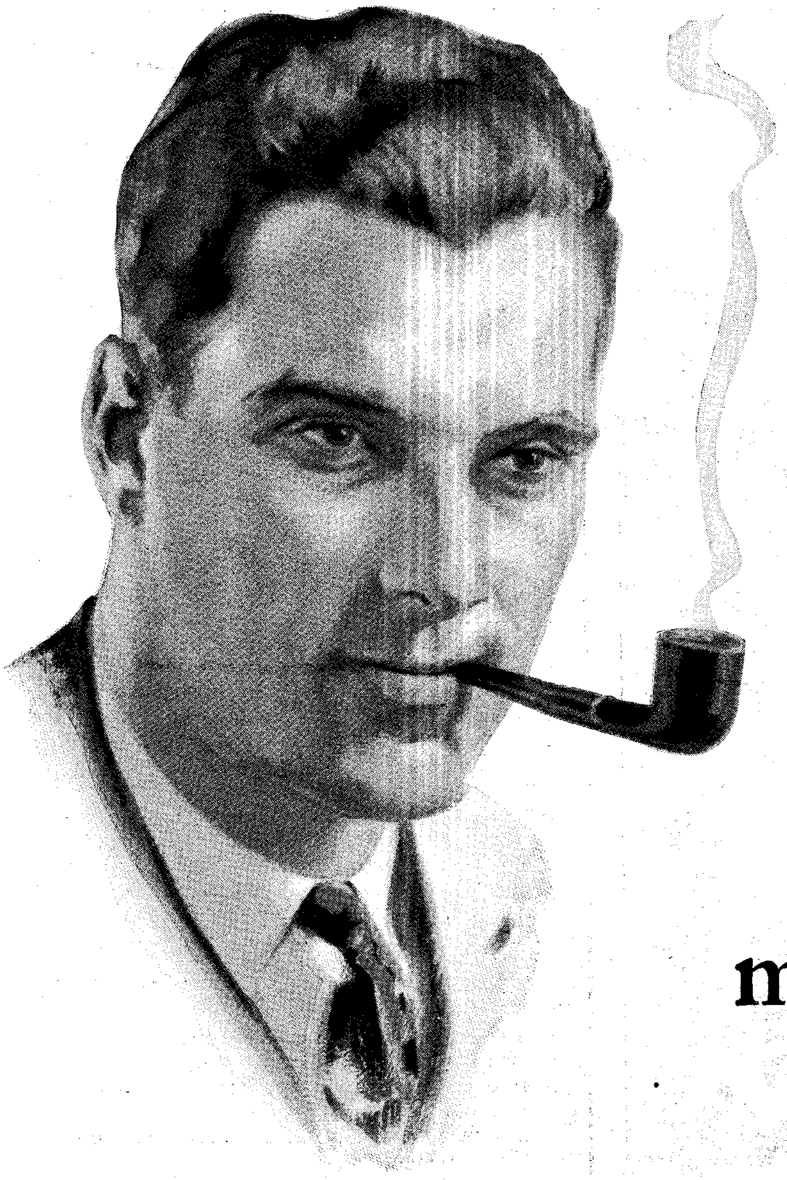


P. A. was made-to-measure for me

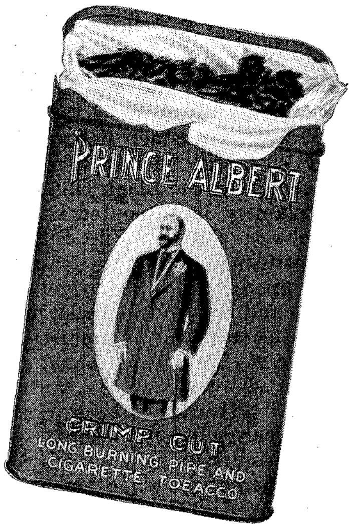
PRINCE ALBERT couldn't have suited me better if I had made the blueprints myself, and superintended the entire job from soup to nuts! It fitted my smoke-taste perfectly the first time I tried it. I started right—with Prince Albert—and I've stayed with it.

I wanted fragrance. I got it . . . both from the tobacco in the tidy red tin and in the smoke itself. Fragrance that reminded me of woodland trails just after a soft, spring rain. I wanted mildness—mildness that would let me smoke from morning till midnight.

But mildness alone was not enough. I demanded a full, rich tobacco body that would satisfy my pipe-hankering on every fire-up. There again Prince Albert had my measure, right to the tick of the tape. Cool, long-burning, free from bite and parch—P. A. was all of these.

You suspect by this time that I am satisfied with P. A. I'll tell the world I am! And I want to get it over to *you* that, if you don't know P. A. by personal experience, you've got something coming to you . . . something mighty good. Try P. A., on the word of a friend!

P. A. is sold everywhere in tidy red tins, pound and half-pound tin humidors, and pound crystal-glass humidors with sponge-moistener top. And always with every bit of bite and parch removed by the Prince Albert process.



PRINCE ALBERT

—no other tobacco is like it!

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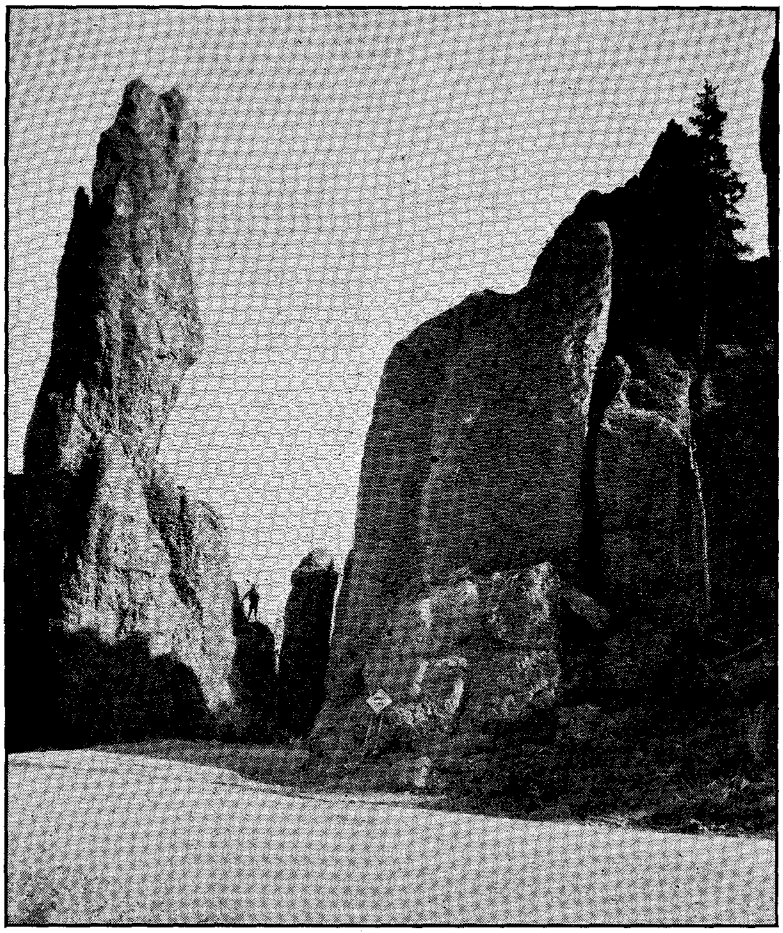
that gave rise to many dime novels that were once hidden behind schoolbooks." And the writer runs on:

Not far from Custer are the Minnekalita Hot Springs, first used, no one knows for how many generations, by the Indians as a curative. Later, the hard-bitten cowboys went there to get rid of what was called "Texas distemper." It sounds like something to be dreaded, according to the best accounts it meant a "big head."

The cow-punchers bathed in an Indian tub hewn out of solid rock in the shape of a moccasin.

Beyond the hot springs rising jaggedly are the Calamity Jane Peaks, imposing masses of granite on the road to Custer. The Jane of the terrible epithet who gave her name to these heights was the first to ascend them. She celebrated the event by tossing her cap in the air and riddling it with bullets.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THE SENTINEL OF THE NEEDLES ROAD

One of the famous sights of the Black Hills are the Needles—colossal spires and minarets of rock, now glimpsed as isolated pinnacles and anon revealing themselves as a cluster of columns like the fingers of a mighty hand spread skyward.

One time the Black Hills rang with the name of this most extraordinary product of the frontiers. She first appeared there in 1875 with the scientific expedition of Professor Jenny as one of the troopers. The people of Custer knew her in buckskins, six-shooter in belt, riding among the soldiers, a generous portion of eating-tobacco in her jaws and a ready cussword on her lips.

Frank J. Wilstach has recently exploded the myth that she and Wild Bill Hickok were sweethearts, tho they both were characters of the Black Hills.

Calamity Jane scouted with General Custer, and it was just by chance she and Wild Bill Hickok were not wiped out with the rest in the massacre. She escaped death because the bitter cold prevented her from getting across the rugged country in time, and Wild Bill's order to join Custer never reached him until the tragedy had occurred.

Jane has been described as "large and thick," and it is reported "when she went into a tantrum the population took to the woods." It was her boast that she never went to bed sober or with a penny in her pockets. She is credited with having twelve husbands, outliving them all.

Her name was given her by Captain Egan, who was in command of Goose Creek post, Wyoming. Egan had been captured by Indians. Calamity was only a youngster then, but a hard rider and a crack shot. She crept up behind the inimical Indians, picked off three of them before they knew what was up, and the rest fled leaving the soldier behind them. When the girl crept forward and loosened the bonds that held Egan he bowed to her and said: "I name you Calamity Jane, the heroine of the Plains."

Up beyond the Calamity Jane Peaks one sees tall pines like cathedral spires towering up into the sky. At the far end of Custer is Sunday Gulch. And from Harney Peak, pinnacle of the Black Hills, one can see the accursed region of the Bad Lands where innumerable bad men met their just fate.

Then as you descend from the 8,200-foot height you move toward the famous mining town of Deadwood, where "Deadwood Dick" got his name and where Wild Bill Hickok was treacherously murdered.

President Coolidge will undoubtedly visit this part of the magnificent Black Hill country, and he may even see the place where Wild Bill sat for the first and last time with his back to the door.

Lawlessness was altogether too common in Deadwood, the story goes, and the better citizens who wanted to play poker or faro in peace were ready to ask Wild Bill to become marshal of the town. A group of professional gunmen heard of this with uneasiness. Bill had thirty-seven or so notches on his gun, and was considered the greatest pistol shot the world could ever know.

At a second trial the jury agreed that Jack McCall had taken $25 in gold-dust as a part of the $200 payment for the murder.

Wild Bill was playing cards in Harry Young's barroom. He sat with his back to a rear door, for the first time in his life, for a gunman with a fine reputation is always in danger; others want the title. Several times he asked one of the men to change seats with him, but just to annoy Wild Bill, the latter refused. Afterward this man, Rich by name, accused himself of having caused Wild Bill's death.

McCall walked into the bar, called for a drink, and then strolled out the back door. Just as he was going out he turned and fired pointblank at the back of Wild Bill's head. The famous frontiersman slumped forward in immediate death. It was afterward discovered that the bullet that went off was the only good one in McCall's pistol.

McCall swung for his act the following year, in 1876, altho he was acquitted at the first trial. Queer mixed-up business, but border life was different from any other life in the world.

Not far from Deadwood is Fort Meade, once known as Camp Sturgis in honor of Capt. "Jack" Sturgis, one of Custer's most prized officers, who went down in the massacre with his leader. Beyond Fort Meade are the peaks, twisted and torn by natural forces into all kinds of crazy shapes, the highest of which is called by the Indians "The Tower of the Bad God."

Strange romantic names one encounters in this country. For instance, there is Sundance and Inyan Kara, Mato Tepee and Icebox Canyon, Hellgate Canyon, Sour Dough Creek, Spear Fish Creek, names that are rife with all the mystery, tragedy and comedy of the early Western days, names that the President has never encountered in his life in the East.

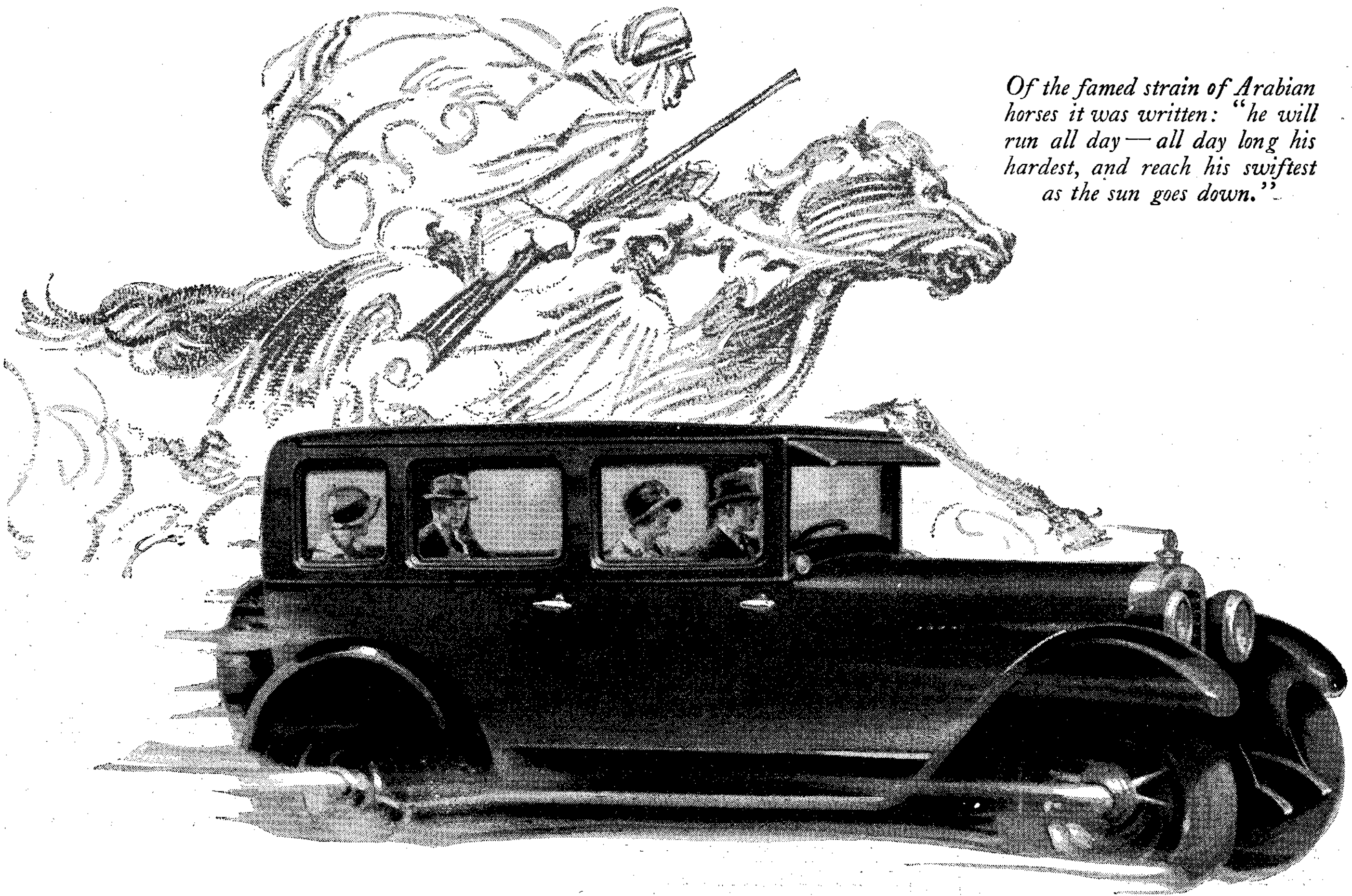
Occasionally one of the old-time Indian fighters or prospectors may be found in a lonely shack in the woods, others in finer homes in the towns. Before the United States made treaty with the Indians in the '70s many ranchers lured by the sweet nutritious grass that kept cattle sleek and fat tried to get into the hills.

The loss and sacrifice were great, and the Indians held their fastnesses completely. One of the first to settle in the Black Hills was a rancher by the name of Breckenridge. He eluded the soldiers, and with his partner made his way up the trail to the plateau country. The soldiers went after him and brought him out.

A second time he went in. The partner, who was just ahead of him, rounded a bend in the road. A shot rang out. Breckenridge knew by the sound that the rifle fired was an Indian's. His partner's body thumped in the road, and Breckenridge raced back to the troops.

This time the soldiers were tired of his activities. They tied his thumbs together and then tied him behind a mule cart and set off at a brisk pace for the Wyoming border. Breckenridge bided his time, however, and finally got in.

Even to-day in that wild country to which the President is



Of the famed strain of Arabian horses it was written: "he will run all day — all day long his hardest, and reach his swiftest as the sun goes down."

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All day long

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Here you have 50 miles an hour all day long—far greater speed if you want it—flying smoothness in action—dynamic appeals that win you in a ride.

Yet the Essex Super-Six provides scores of less dramatic qualities that are just as important in everyday service. Flashing pick-up, quick, easy steering, riding ease like the finest of big cars, and positive brake control that matches bodily comfort with mental ease.

All day through city traffic or speeding 'cross country, this restful car sets you down fresh at the day's end and eager for the road again.

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Every tooth
reached
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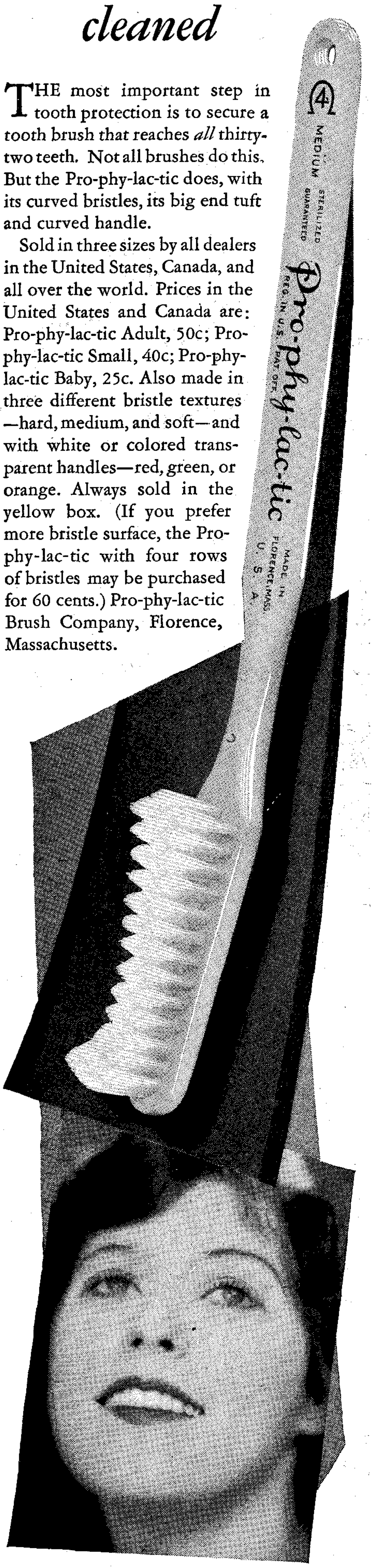


THE most important step in tooth protection is to secure a tooth brush that reaches *all* thirty-two teeth. Not all brushes do this. But the Pro-phy-lac-tic does, with its curved bristles, its big end tuft and curved handle.

Sold in three sizes by all dealers in the United States, Canada, and all over the world. Prices in the United States and Canada are: Pro-phy-lac-tic Adult, 50c; Pro-phy-lac-tic Small, 40c; Pro-phy-lac-tic Baby, 25c. Also made in three different bristle textures —hard, medium, and soft—and with white or colored transparent handles—red, green, or orange. Always sold in the yellow box. (If you prefer more bristle surface, the Pro-phy-lac-tic with four rows of bristles may be purchased for 60 cents.) Pro-phy-lac-tic Brush Company, Florence, Massachusetts.

PERSONAL GLIMPSES

Continued

going, loneliness is appalling for the ranchers' wives. Sometimes one woman may not see another for six months. Some children never know playmates outside of the home circle. When a child is lost, which happens quite often in that wild open country, the signal to begin the search is six rings on the telephone bell in every house in the broad district.

Half-way up the hill from Pierre to Deadwood one comes across the grave of Wild Bill Hickok, and beside it, at her own request, is the grave of Calamity Jane. The graveyard is called the Mount Moriah Cemetery, and in it is also buried Preacher Smith, the Indian-fighting missionary.

The country knew a gold rush in 1870. Peter Bottineau, prospector, brought back tales of Indians who used gold nuggets for bullets, which proved to be true, and Wild Bill Hickok told the story of the gold-eating snake, which proved to be one of his many jokes. But the people took both tales seriously, and a mad scramble for the gold ensued.

Auguring a healthful and instructive summer for Mr. Coolidge, the Kansas City *Star* recalls:

After Theodore Roosevelt had tasted of the inspiration of ranch life and determined to establish a ranch of his own, he selected the wild Bad Lands for his venture, about 200 miles north of Mr. Coolidge's contemplated camp. Everything in the topography, character and atmosphere of the region appealed to him. Its remoteness satisfied his spirit of adventure. Establishing himself on the Little Missouri in North Dakota, with the nearest ranch ten miles away, he commanded his primitive estate, participated in the round-ups, became the intimate of cowboys, old and young, built up a physique that had been unpromising, and fitted himself for the unknown strain the future had in store for him. Spiritually, too, Roosevelt grew mightily in this country. His democratic inclinations expanded and became confirmed. The stamp this experience put on him was visible the remainder of his life.

A President may not adventure. His way is prepared for him. What he enjoys is from a vantage seat of safety, so far as forethought and attendance can make it so. A different type from Roosevelt, going into the Bad Lands in circumstances about as different as could be from those attending the Roosevelt enterprise, Mr. Coolidge nevertheless will have full freedom to contemplate a country of tremendous interest and to enjoy the sports and other recreations it affords. He will not be permitted to take a horse and a blanket, pick a lonely way through the hills and down the canyons and spend his nights out under the stars. He will have no concern about unfriendly Indians, cattle thieves and predatory animals; but he will live in the Black Hills as a President must live, and we predict he will get a lot out of the living.

The probability of the President's having descendants of Sitting Bull's warriors among his cavalry guard is disclosed in a Washington dispatch to the Providence *Journal;* thus:

While President Coolidge is spending his summer vacation in the Black Hills of South Dakota, he will be guarded not by the marines, but by regular army cavalry, including in their personnel twenty-five full-blooded Sioux Indians. This arrangement has not been officially determined, but it was indicated here to-day that it is the one which will be put into effect.

Because the park which is to be turned over to the President and his party is of such vast area and of such a rugged character, the sort of protection required is different from that of Presidential summer homes of the past. It is the opinion of those who are making the arrangements for the stay that cavalrymen are best equipped to perform the duties of guarding the roads and trails in the wilderness surrounding the lodge where the President is to live. No one doubts the efficiency of the marines, but a mounted force is the only one that can cover the great extent of territory which must be patrolled regularly.

Fortunately for the purposes, the First Squadron of the Fourth United States Cavalry is now in garrison at Fort Meade, South Dakota, at the northern extremity of the Black Hills and about 100 miles from the park. The entire three troops could march readily to the park and furnish all the military protection desired. No orders have been issued to the War Department on the subject, but the department is inclined to believe they will be forthcoming shortly.

The squadron at Fort Meade consists of Troops A, B, and C, commanded by Lieut.-Col. Richard W. Walker. It has a total strength of ten officers and 204 men, and this force, it is believed, will be sufficient for the task. If any other troops are needed, they could be drawn from Fort D. A. Russell, in the adjoining State of Wyoming, at which post are stationed the remaining troops of the Fourth Cavalry and the entire Thirteenth Cavalry.

In the three troops at Fort Meade, the army has been trying the experiment of enlisting full-blooded Indians, an experiment which was begun several months ago, and which, according to reports, is proving eminently successful. Twelve of the twenty-five Sioux troopers came from the Standing Rock Agency, one of them, Leo Crow Ghost, being a grandson of the famous chief, Sitting Bull. Others are from the Rosebud and Pine Ridge agencies. Practically all of their male ancestors in past generations were engaged in the various Indian wars against the same Regular Army of which these young men are now a part. The Rosebud Agency was the scene of one of the last Indian uprisings in the history of the West, that of 1891, when the Messiah craze swept through the whole Sioux country and started the young braves to ghost dancing, as a preparation for battle.

The spectacle of President Coolidge riding over the mountain trails of the Black Hills attended by the grandson of Sitting Bull, as a mounted orderly, would be interesting. It would give the newsreel men something unique to photograph.

Lieutenant-Colonel Walker, who presumably will command the Presidential guard, is a native of Alabama, and several members of his family fought in the Confederate Army in the Civil War. He entered the military service as an enlisted man in a Tennessee regiment in 1898, during the Spanish War, subsequently winning a commission in the Federal volunteers in the Philippines and later one in the Regular Army.

THESE SEVEN QUESTIONS

were asked a thousand times each

435 different questions on Yeast were asked The Fleischmann Company in the past year.

Seven of them were asked 1000 times each!

Here are the correct answers given by their medical advisers.

HAVE *you* ever wanted to ask questions about Yeast? The medical advisers of The Fleischmann Company have selected the seven questions asked them most frequently. Here they are, correctly answered.

Question: What is Yeast?

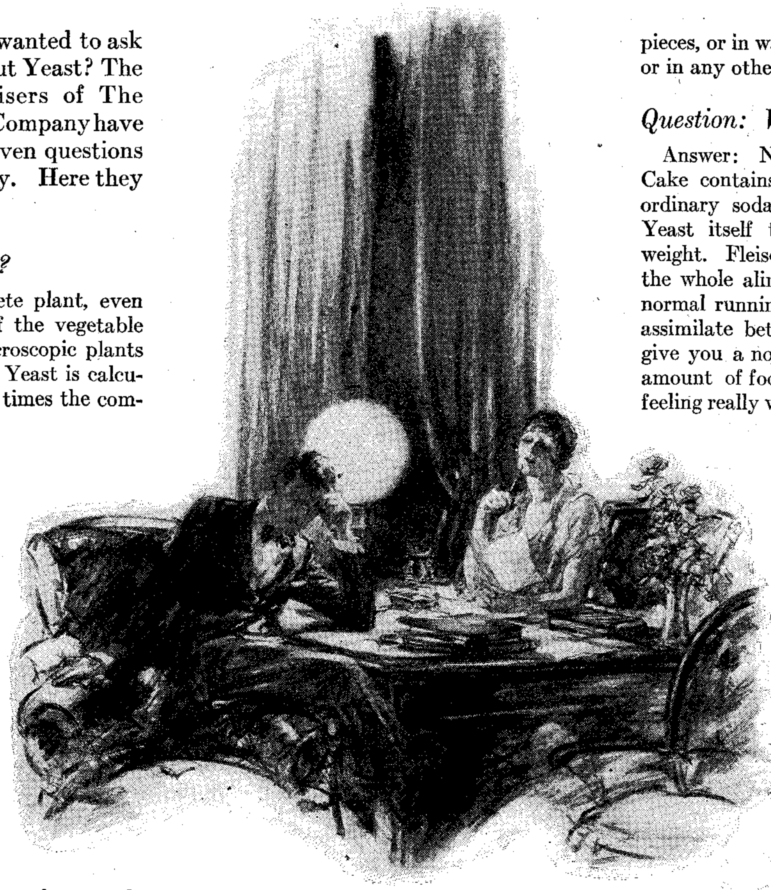
Answer: Yeast is a complete plant, even though one of the smallest of the vegetable kingdom. The number of microscopic plants in each cake of Fleischmann's Yeast is calculated to be over one thousand times the combined total population of the United States and Canada. These tiny Yeast plants are grown, under ideal conditions, in a nutritious extract of malt and grain. After being separated from the liquid extract they are then compressed and wrapped in the familiar tinfoil package with the yellow label.

Question: How does Yeast work?

Answer: Headaches, skin troubles, continual tiredness—it is these beginnings of ill health which Yeast successfully combats. In a majority of cases the cause of these common ailments lies in an unhealthy colon. With modern food and lack of exercise the colon becomes clogged, unclean. Poisons collect in it, from waste that is held too long, and are absorbed into the blood. What does *Yeast* do? It has been found that when the yeast plants pass regularly through the system, the number of harmful bacteria in the intestines is materially reduced. The whole intestinal tract grows cleaner, healthier and more active. The Yeast cells soften the contents of the colon and definitely increase peristalsis—the eliminative action of the intestinal muscles. Yeast also increases the white corpuscles in the blood making the body more resistant to infection.

Question: What are the scientific facts behind the use of Yeast?

Answer: In the last twenty-five years Yeast as a food and a therapeutic agent has been the subject of research by the world's most important scientists and medical men. One hundred and forty well-known research men in this country and Europe have worked with Yeast—with animals, and finally with thousands of human patients. Their findings are published in the foremost medical and scientific magazines. Today the value of Yeast in the diet, and in the treatment of constipation, with its train of evils—indigestion, skin disorders and below par conditions, is definitely established.



One evening she wrote, "I am worried about my husband's health. Can you tell me . . . "

Question: How long should I eat Yeast to get results?

Answer: If your condition is serious you should of course consult a physician. The length of time it is necessary to eat Yeast in order to secure relief depends on the nature of the condition you wish to correct. No unhealthy condition of any standing can be corrected overnight or in a few days. Most cases are benefited in three or four weeks, but, to give Yeast a fair trial, you should eat it for at least sixty days. In constipation, especially, Yeast must be eaten regularly, every day. And if cathartics are being taken they should be reduced gradually. Fleischmann's Yeast is a food, not a medicine, and you must eat it continuously to get results. Eat 3 cakes every day, one before each meal: plain in small pieces, or in water—cold or hot (not scalding), or in any other way, if you prefer.

Question: Will Yeast make me fat?

Answer: No. One Fleischmann's Yeast Cake contains twenty calories less than an ordinary soda cracker. There is nothing in Yeast itself to make anyone gain or lose weight. Fleischmann's Yeast will clean out the whole alimentary tract and restore it to normal running order. It will enable you to assimilate better the food you eat and will give you a normally healthy appetite. If the amount of food you like to eat when you are feeling really well tends to put on extra pounds you must watch the calories. Any increase in weight will come from the other food you eat, not from the Yeast.

Question: Does Yeast cause gas?

Answer: No. Yeast is digested by the gastric juice of the stomach the same as any other food. In cases where gas has formed it is usually because Yeast has been eaten on a full stomach without sufficient flow of gastric juice. It is always better to eat Yeast before meals, on an empty stomach. If you are extremely susceptible to gas you should eat Yeast at least half an hour before meals. No amount of Yeast could possibly hurt you in any way. As many as fifteen cakes daily have been fed for experimental purposes with no ill effects.

Question: Is the continued use of Yeast harmful? Will it become a habit?

Answer: No. Fleischmann's Yeast is a food, not a drug. It can never hurt anyone. You can stop eating it any time you wish, the same as you can stop eating any other fresh vegetable. Since it is a food it should be eaten daily. Only in this way can Yeast work continually for you, keeping the intestinal tract always clean and active.

* * *

The mass of scientific and medical data available on Yeast is too great to list here but a copy of our latest booklet on Yeast in the Diet, containing authoritative matter on the subject will be sent on request. Address Health Research Dept. A-99, The Fleischmann Company, 701 Washington Street, New York, N. Y.

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JEWELRY FOR MEN

Formal attire and *correctness* invariably go together. To the well informed man, omission of a single detail is intolerable. For instance, his studs, links and vest buttons *always* match—an inflexible rule of convention. Naturally, his choice is Krementz Evening Jewelry. It *is* correct! The rich designs and varied shapes, the fine quality and finish, have a wonderful appeal. Krementz sets are beautifully cased—ideal for gift purposes. At the better shops, or write for booklet and name of nearest dealer.

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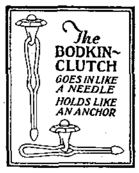

No. 2424 Tuxedo Set, single stud. Smoked Mother-of-Pearl centers; rolled white gold plate rims. Pair links, four vest buttons, one stud—$8.75. Others $8.50 to $50.

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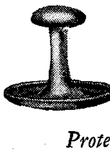


Protect yourself against loss; buy them in sets of four.

PERSONAL GLIMPSES
Continued

Altho other Presidents have gone farther away from Washington, the New York *Times* points out, none has gone in recent years for so extended a period into a region where means of communication are so difficult. In fact:

> Public officials in Washington who will be required in the course of ordinary business to visit the President during the summer will have to spend four days in going to and from his home.
>
> While he is anxious to live for a while near the great farm region on the plains, the President is insistent that he be kept in constant communication with his office in Washington.
>
> Wires must be strung over the slopes and sharp peaks of the Black Hills from Rapid City, thirty-two miles away.
>
> Telephone company officials estimate that the cost of one such wire over this broken stretch of country will be in the neighborhood of $10,000. A direct wire must be maintained also between the Executive offices in Rapid City and the White House in Washington, a stretch of 1,900 miles.
>
> Moreover, plans are being made for a special train more than half-way across the Continent for the maintenance near the President's camp of a special guard of cavalry, for a fleet of automobiles for use by the President, his party and his guests, and for many other things. Additional mail clerks must be assigned to trains which will carry mail between the White House and Rapid City. Special airplanes may have to be employed to handle important mail on occasions.
>
> To keep the public informed on the President's life during the summer, newspapermen will face one of the most difficult tasks since modern methods of communication have been established.

For a thoroughly light-hearted interpretation of the President's invasion of the Black Hills, one can turn with confidence to the gaily ironic Mr. H. I. Phillips, who, under the title, "If Longfellow Covered the Black Hills Summer White House," writes in the New York *Sun:*

To the land of the Dacotahs,
Where the falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley—
There went Kalkool Idge the Silent,
Known as Big Chief No-Make-Chatter,
There to pitch his Summer White House,
Went the quiet, calm Kalkool Idge.

There the ancient arrow maker
Gee-O-Peejis, working deftly,
Made his arrowheads of sandstone,
Arrowheads of flint and jasper,
Smoothed and sharpened at the edges,
Made to spear the votes and ballots.
With him dwelt his dark-eyed daughter,
With her moods of shade and sunshine,
Eyes that smiled and frowned alternate,
Feet as rapid as the river,
Tresses flowing like the water.
And the Gee-O-Peejis named her
Minnethirdterm, Most Elusive.

Through the Black Hills wandered Kalkool,
Saw the deer start from the thicket,
Saw the rabbit in his burrow,
Saw the elephant much puzzled,
Swaying through the virgin forest
Seeming worried and uncertain;
Heard the Dem-o-crat-ic donkey
Beating round about the bushes,
Heard the Bull Moose, once so mighty,
Snoring deep among the pine trees.

By the river's edge he wandered
All alone save for two hundred
Strong armed braves of Secret Service.
All alone save for a thousand
Men called special correspondents;
These and many picture snappers.

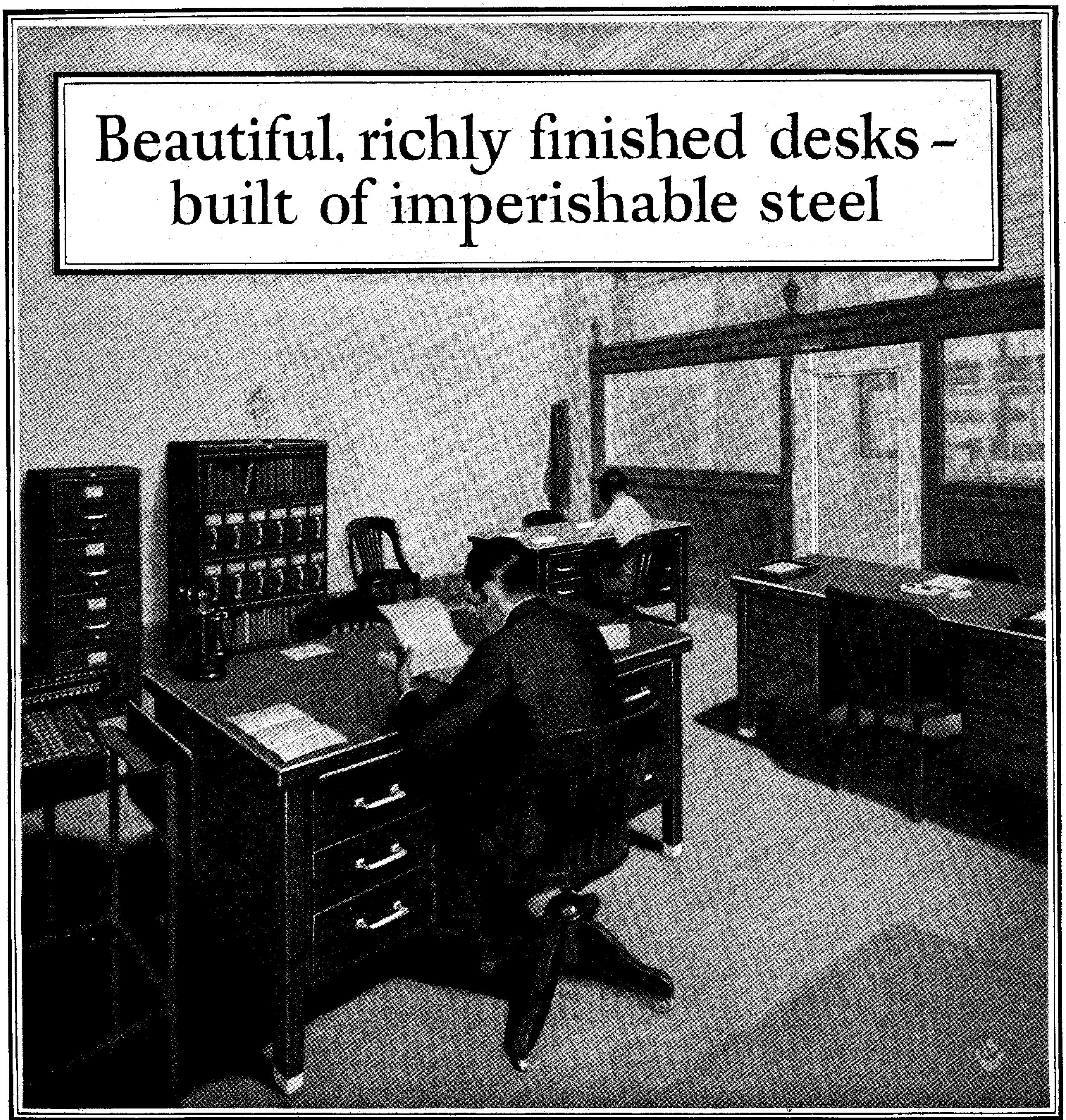
Through the land of the Dacotahs
Went the Great Chief No-Make-Chatter,
Striding over moor and meadow
All alone but for twelve hundred.
On the outskirts of the forest
There the elephant was feeding,
But it saw not Chief Kalkool Idge.
To his bow he whispered, "Fail not!"
To his arrow said he, "Swerve not!"
Sent it singing on its errand—
Knocked the elephant so massive
Flat upon its mighty eyebrows,
Threw the beast upon his shoulders
And sped forward without pausing.

At the feet of Minnethirdterm
Chief Kalkool Idge laid his burden,
Threw the great beast from his shoulders.
And the maiden looked up at him,
Looked up from her mat of rushes,
Said with gentle look and accent,
"Great is Idge, Chief No-Make-Chatter!"
Then Kal turned to Gee-O-Peejis,
Asking, not for publication,
"Do I win this lovely maiden,
Minnethirdterm, Most Elusive?"
And the ancient Gee-O-Peejis
Then made answer very gravely:
"Stick around and spend the summer.
Listen well as is thy habit,
Saw some wood, but tell 'em nothing;
Fish and hunt and pose for pictures,
Pose for many closeups fishing,
Pose for many roto sections.
Be yourself, calm, cool, efficient;
Send the farmers love and kisses,
Leave the rest to Gee-O-Peejis."

Answered then the Great Kalkool Idge:
"Very well, O Gee-O-Peejis,
Rest I crave from many handshakes,
Seek I peace from pressing buttons,
Seek I rest from microphones all;
I would open no more ball games,
I am sick of Elks' Conventions!"

And the smoke rose slowy, slowly,
From the burst of many flashlights,
First a single puff of yellow,
Then a denser, bluer vapor,
Then a snow white cloud unfolding.
Like the treetops of the forest,
Ever rising, rising, rising,
Till it broke against the heaven
And rolled outward all around it.
From the Vale of Tawsentha,
From the Valley of Wyoming,
From the groves of Tuscaloosa,
From the far off Rocky Mountains,
From the northern lakes and rivers,
All the tribes beheld the flashes,
Saw the distant smoke ascending,
Knew that Kalkool Idge the Silent,
Knew that Big Chief No-Make-Chatter
Was within the Summer White House,
Knew they soon would get the pictures
That would show him well and happy.
So rejoiced they with much dancing
And with many mighty war whoops,
Crying, "Great is Idge the Silent!
Mighty is Chief No-Make-Chatter!
No can catch 'em any better—
Give him gladly Minnethirdterm!"

Beautiful, richly finished desks – built of imperishable steel



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—and they cost no more than ordinary wooden desks ⸍ ⸍ ⸍ ⸍

THE decided preference for GF Allsteel desks is a real tribute to the beauty and grace of these fine desks. For, first of all, desks must be good-looking.

But the real secret of GF Allsteel popularity goes further than that. Business men today demand permanence in their office equipment. And these superb desks are built of steel • • • lifelong, fire-resisting steel.

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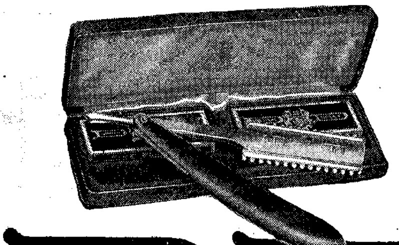

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Durham-Duplex Blades are made of the finest razor steel imported from Sweden. They are the longest—that saves time, one stroke does the work of two. They are thick and strong—you get the heart of the steel only for an edge—we grind away the rest. They are hollow ground—that gives you the keenest and most lasting edge. Each and every blade is hair tested before being packed.

The Durham Duplex Razor gives you the sliding diagonal stroke—*cutting* your beard instead of scraping it off.

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SOLDIER-MAN BLUES FROM SOMEWHERE IN FRANCE

"BLACK man fights wid de shovel and de pick—Lordy, turn your face on me!" It is a company of colored American soldiers singing as they load and unload army trucks behind the battle-front at Toul. They have made up the song themselves. The first and third lines of each stanza are sung by a single voice, the second and fourth by all who care to join in. Parts of the song are lost in the noise of moving feet and the picking up or putting down of heavy objects. Sometimes it is more like an echo:

Black man fights wid de shovel and de pick—
Lordy, turn your face on me;
He never gits no rest 'cause he never gits sick—
Lordy, turn your face on me.

Jined de army fur to git free clothes—
Lordy, turn your face on me;
What we're fightin' 'bout, nobody knows—
Lordy, turn your face on me.

Never goin' to ride dat ocean no more—
Lordy, turn your face on me;
Goin' to walk right home to my cabin door—
Lordy, turn your face on me.

The middle stanza, remarks John J. Niles in his book, "Singing Soldiers" (Scribner), must have been composed by a philosopher, while the last one voices the general dread of seasickness which prevailed among the negro soldiers after their voyage to France. Lieutenant Niles tells of one colored man who deserted at the close of the war rather than go home on a ship.

"Yes, sar," said the delinquent, "I knows I'se a deserter. I knows dey has a place made special fur me at Levensworth—but I ain't goin' to ride dat ocean. No, sar! An' if ever dey come atter me in sich numbers as I sees I must go home, den, by gollies, I'll jus' walk home, if I has to go 'round by way o' New Orleans."

Another negro poet, known to fame only as Elmer, suffered from this same variety of blues on his voyage from Hoboken to France, as he relates in his song of "The Deep Sea Blues":

Everybody in Hoboken town—everybody an' me,
Hopped upon a warehouse that was swingin' around
An' went to sea.
Oh, all day long I'se a-lookin' for trees,
Lookin' for sand, lookin' for land,
'Cause I'se got dose awful weepin', sleepin',
Got dose awful sailin', wailin',
Got dose awful deep-sea blues.

Elmer's blues, we are told, were always of the deep sea, and the sea was something he intended to avoid in his future life. The death of some colored soldiers at sea had made a profound impression on him, as did also the importance of the negro in the winning of the war. Thus he sang:

Soldiers down below layin' cold and dead—
Everybody 'cept me—
Drop 'em overside loaded down wid lead—
While we'se at sea.
Oh, all day long, etc.

All dese colored soldiers comin' over to France,
All dese soldiers an' me,
Goin' to help de whites make de Kaiser dance,
All dese soldiers an' me.
Oh, all day long, etc.

These are only two of the many original war-time songs, hitherto unrecorded, which Lieutenant Niles has gathered into his book, "Singing Soldiers." He was an aviator all up and down the front, and behind it, but amid the turmoil of his activities he managed, because of his love and technical knowledge of music, to keep a record of the original songs he heard at the various camps, writing down the music as well as the words. Seven years, off and on, he spent on his book. It is a living, throbbing section of battle-front psychology—of profanity and nobility, roistering and religious exaltation, humor and tragedy—all mixed up together as in the World War itself. But the whole is written around the author's quest for new songs wrung from human hearts behind the battle-lines.

Lieutenant Niles found that the negro melodies were by far the best, and these—both words and music—fill the major part of his pages. They came right out of the heart of the composer and his surroundings at the moment. Thus we are told of a negro soldier, nicknamed the Chicken Butcher, who had used his razor too freely and therefore had to do time in "Black Jack's Jail-house at Jevres," Black Jack being the name sometimes given to Gen. John J. Pershing by those who saw the inside of the army lockup. The Chicken Butcher had become chastened by confinement, so much so that he was curing his waywardness by continually affirming his desire to be good. Hence his song of many verses such as these:

Oh, jail-house key,
Don't you ever lock me in.
Oh, jail-house key—
Won't never be bad no more.

Oh, dark ob de moon,
Don't you ever blight my life,
Oh, dark ob de moon—
Won't never be bad no more.

Oh, lightnin' bug,
Don't burn your pants.
Oh, lightnin' bug—
Won't never be bad no more.

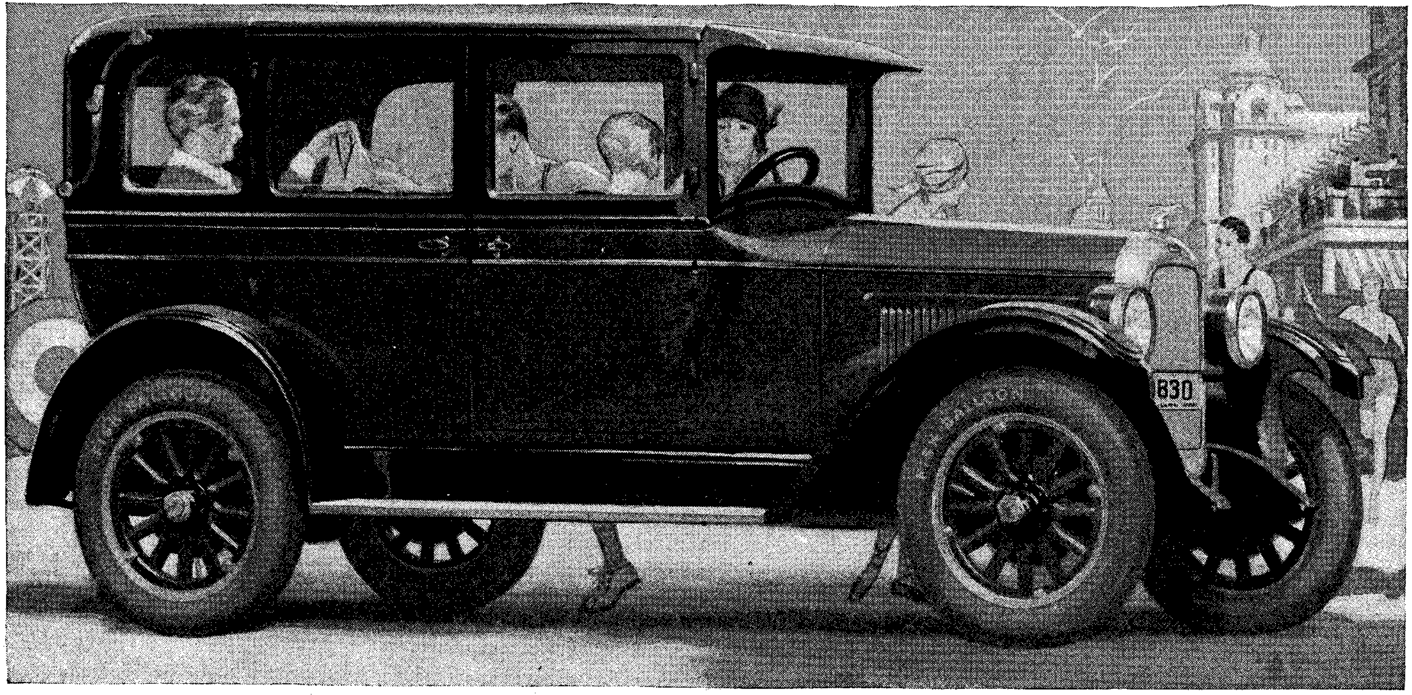
Oh, jail-house blues,
How blue you can be.
Oh, Jail-house blues—
Won't never be bad no more.

A colored soldier from Chicago gave Lieutenant Niles two new war-time spirituals, "I Don't Want to Go" and "I'm a Warrior," with music of his own composing. The first stanza of the latter runs:

Oh, I'm a warrior in de army,
I'm a warrior for de Lord;
Oh, I'm a warrior,
I'm a warrior in the army of de Lord.

A deeper religious philosophy seems to

A LIVELIER SIX AT A LOWER PRICE



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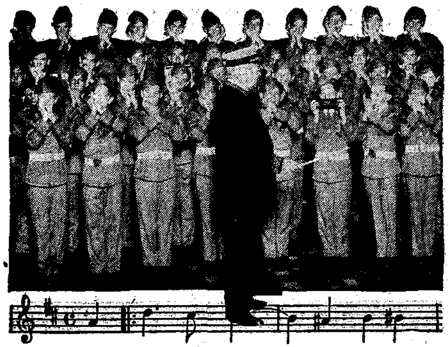

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PERSONAL GLIMPSES
Continued

have inspired an orderly named William, when he wrote "The Gimmie Song":

I know I'se one ob God's chillun,
An' he's goin' to gimmie what I needs;
I know I'se one ob de select elect—
One ob de chillun God always feeds.

Chorus

Oh, why do you stand in de snow and de rain,
Oh, why do you suffer from sickness and pain?
'Cause all ob you belongs to God,
An' he's goin' to gib you what you need.

Oh, Moses hit dat desert rock—
De Good Book up an' tells us so—
While all de brethren stood hard by,
Wonderin' if de water would really flow.

A flying partner of the author's—a boy from a fine family back in the States, he tells us—met death in a practise flight by taking the top off a chimney of a house in the quiet Rhone Valley. He tells how the tragedy gave him another song for his collection:

One evening in the fall of 1918, I suggested a haircut for both of us—a really first-class haircut, with lotions, perfumes, tonics, etc.

"Haircut, nothing. Come on, boy, I'll spend the money on some good drinkin' liquor. Haircuts don't become aviators, anyway. Why, I'm going to be bounced off in a few days—what's the use in wasting the money on French barbers!"

And now his mother would soon be in Paris. She would rest there a while and then visit the grave of her son—if I would help her find it.

Soon now his mother would be in Paris. I would be granted leave. We would visit the grave (if I could find it). She would shed a few tears, take some pictures. I would recite the tellable details of her son's army life. And she would return to her home in Ohio. . . .

Colored boys made up the burial squad. I might have got away before dark, but I heard part of a song sung by one of the grave-diggers. I remained and took it down in detail.

Here is a part of the song the colored boys sang as they worked at burying the fallen aviator:

I've got a grave-diggin' feelin' in my heart—
I've got a grave-diggin' feelin' in my heart—
Don't bury dose boys so deep in de ground;
Dey has to hear Gabriel's reveille sound—
I've got a grave-diggin' feelin' in my heart.

When all the saw-toothed bayonets and German helmets have rusted into iron oxid, Lieutenant Niles avers, we shall still have "Mademoiselle from Armentiers." The negro boys were chary of singing it, because they had little to do with its creation, but in white outfits, we are told, one was always sure to find a cook or a barracks jester who would, with little or no encouragement, sing 367 verses of this epic. Perhaps there were a few more verses than that; but it was from the 367th Infantry Regiment, known as "The Buffaloes," that the following sample stanzas were obtained:

Mademoiselle from Armentiers, parlez-vous,
Mademoiselle from Armentiers, parlez-vous,
I'se glad I is a Buffalo,
'Cause we is always on de go—
Inky Dinky, parlez-vous.

Mademoiselle from Armentiers, parlez-vous,
Mademoiselle from Armentiers, parlez-vous,
I'd like to git myself a sip
O' what you got restin' on your hip—
Inky Dinky, parlez-vous.

Mademoiselle from Armentiers, parlez-vous,
Mademoiselle from Armentiers, parlez-vous,
I wouldn't give my high-brown belle
For every mademoiselle dis side o' hell—
Inky Dinky, parlez-vous.

Mademoiselle from Armentiers, parlez-vous,
Mademoiselle from Armentiers, parlez-vous,
I can't read nor I can't write,
But, boy, when I has to, I can fight—
Inky Dinky, parlez-vous.

Lieutenant Niles recalls with enthusiasm one of the army shows concocted to keep the boys from getting too homesick. It was given in the back rooms of an unused café chantant at Lyon, which the Y. M. C. A. had taken over for the proper housing of just such shows. Among other things—

They did the old sentry act—an American private walking post. He carries an old, short-barreled rifle with a length of rubber hose slipt down over the end. As he walks, this length of hose waves up and down in the rhythm of his gait. It is supposed to be night. Some one approaches.

"Halt! Who goes there?"

"Troisième bataillon mitrailleuse—j'ai carte d'identité."

"Pass, Frog!"

Another is halted.

"Well, now, I say, my dear fellow, is it really in order for one to tell one's name?"

"Pass, Limey!"

Another attempts to pass.

"Halt! Who goes there?"

"Who the hell wants to know?"

"Pass, Yank!"

But we had applauded this before.

Then, tho we did not know it, the thing we had been waiting for all evening happened—the Ghost Act—ten negroes, one soloist and nine singing ensemble. They represented the ghosts of boys who had been bounced off in the war. They were costumed like members of the Ku Klux Klan. The effect was excellent—white shrouds—blue lights—sepulchral voices. The soloist stept forward and confidentially sang one line to the audience:

My mama tole me not to come over here—

Then the ensemble joined the singing:

But I did, I did, I did.

The soloist continued:

My mama said they surely would shoot me dead—
An' they did, they did, they did.

RAT-PROOFING AN OCEAN LINER

"FOREMAN of Rat-proofing" is the official title of one of the important nctionaries of the United States Govern-ent at the New York Quarantine Station. ıs job is to keep all rats out of the great ›ssenger liners that enter and leave this ›rt, and he is doing it, too, we are told. at-proofing operations were begun in 1925 ı seventy-three ships belonging to eight-›n different lines, according to the United :ates Public Health Service, and on ırty-one of these the nuisance has prac-:ally ceased. Summarizing the progress ıus far made, the New York *Times* says:

> Results obtained are taken as indication a time when rats will be be reduced to a ·rmless minimum even on grain-carrying ›ssels, and when bubonic plague will no ıger be carried by rodents across the sea ›m one country to another.
>
> Ships' operators report many remarkable les of rat-riddance, in spite of the fact at many of them were in the beginning eptical. One American liner had trapt ı average of twenty rats every round trip ı several years. After rat-proofing was ıdertaken the same system of trapping elded only one rat in fifteen months. ı another American vessel where rats d been seen constantly, none was found ' the time the rat-proofing was half ıshed. One of the largest British liners ·pt an average of twenty-two rats in rt each voyage, but by the time rat-oofing was 12 per cent. complete, the aver-e yield fell to seven. Four smaller vessels rrying grain in bulk were infested before e work began, but by the time they were ree-quarters rat-proofed, regular trapping er a period of six months yielded not a ıgle victim.
>
> Rat-proofing, government officials point t, should be done when a ship is built, d many are now being built practically t-proof—tho probably they were not sıgned with that object in view. Each mpartment, section and room should be isolated unit, with all unnecessary enings eliminated and all necessary ones equately protected.
>
> After considerable study and experiment, -proofing of vessels was undertaken at ›w York in 1924. One of the finest and gest of the passenger-vessels entering the rbor was selected for the demonstration. nditions were studied by the use of ps. The habits and movements of rats re charted. When the work was ini-ted, trapping results fell away steadily.

l'he process takes considerable time, ce it must be done without interfering ·h the operation or ventilation of the amer. When it has been requested, a vey is first made by the Government reman of Rat-proofing. We read further:

> l'he purpose of the process is to make it ›ossible for a rat to hide, nest or move ›ut in search of food on the ship. This is ›omplished by doing away with all dead ces or by blocking such spaces with terial impervious to rats; by stopping rat-runs; by plugging all holes; by mak-everything tight-fitting and screening small openings.
>
> ʀat-proofed vessels, government officials charge of the work point out, are not y cleaner and pleasanter, but are also ›nger and safer for both shippers and ›sengers.

"... a property loss of $50,000"

But how about the *business* loss?

ALMOST every newspaper you pick up tells of some great fire. The estimated property damage is given. Fire insurance usually covers that. But the losses which insurance does not cover *can't be estimated—*

Production at a standstill while expenses continue—Customers cancelling orders—Hard-won business lost to competitors!

Too often such disasters result from dependence on fire protection which was *never intended for the risks involved.* Owners fail to realize that fires are not all alike—nor are extinguishing methods.

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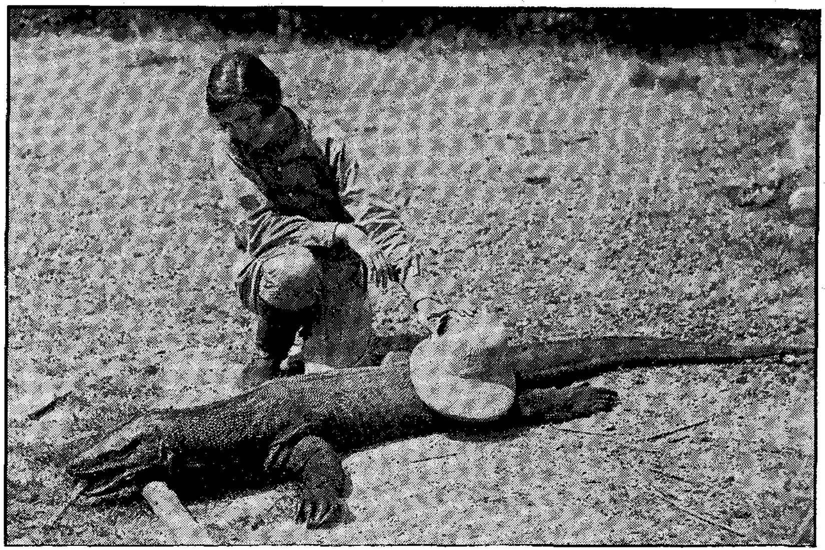
BEASTS • BIRDS • AND • TREES

TRAPPING THE MAN-EATING DRAGON LIZARDS OF KOMOD



Photographs by courtesy of Mr. Douglas Burden, American Museum of Natural History, New York

BEAUTY AND THE BEAST, KOMODO STYLE

Mrs. Burden, the only woman on the expedition, is here seen examining one of the monsters, which were all so terrifying to the Malay porters that they would not even touch one's carcass.

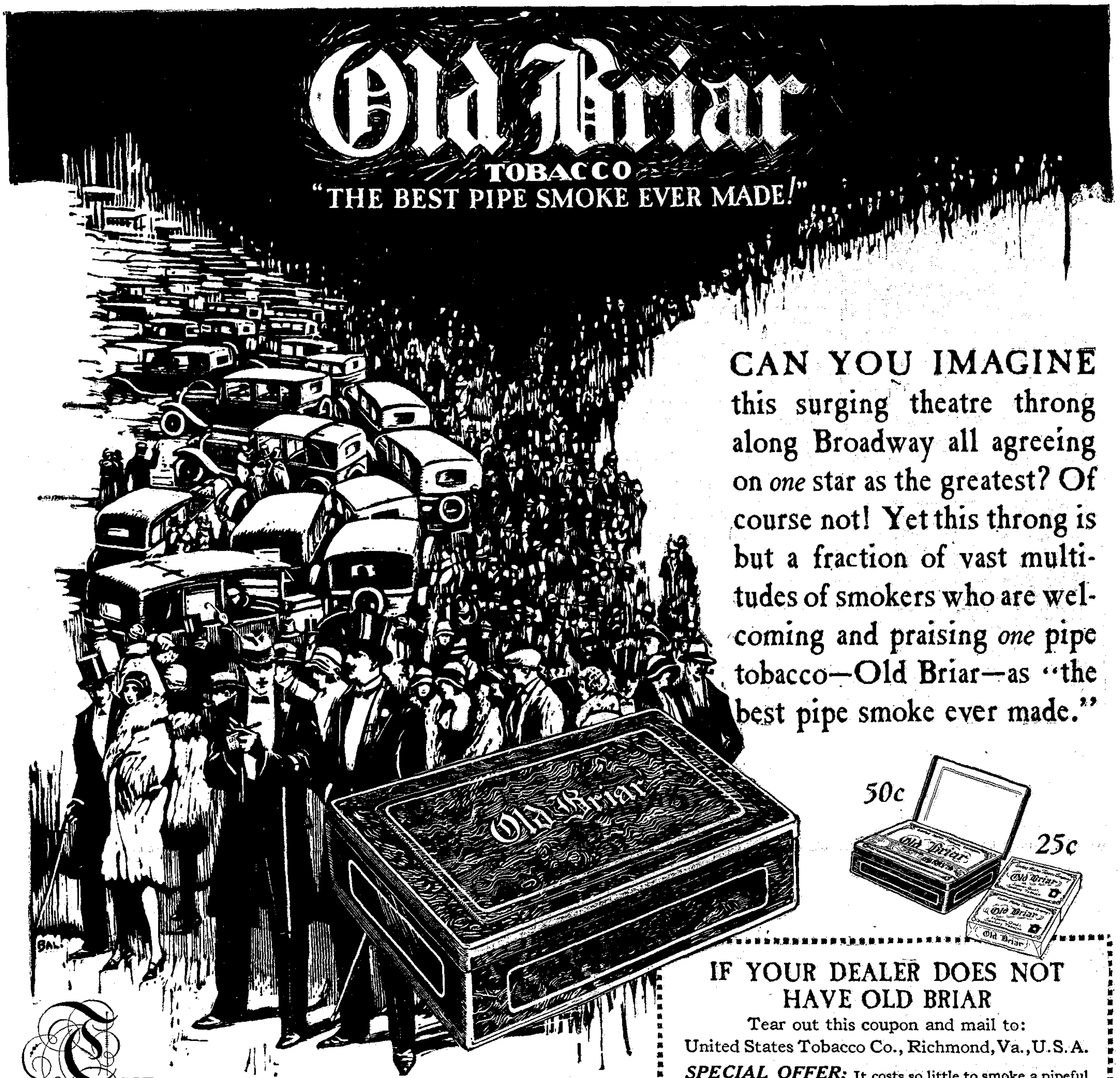
A MOVEMENT IN THE FOLIAGE at the edge of the jungle caught the eye of Mrs. Douglas Burden, and a moment later one of the "dragons," or "land crocodiles," of the East Indian island emerged from cover and advanced ponderously toward her. Alone and unarmed, she sank into the tall grass and held her breath. This was the first veritable adventure experienced by any member of the expedition headed by Douglas Burden, a trustee of the American Museum of Natural History, in search of specimens of *Varanus komodœnsis*, the giant lizard of antediluvian ancestry, whose reputation has given a tinge of horror to the name of a small island in the Dutch East Indies—Komodo, of the Sunda group. Our readers will recall a previous DIGEST article, in our Science department, illustrated with photographs of two living specimens of the dragon lizards brought home by the Burden expedition and lodged at the New York Zoological Park, where they did not long survive. Now we are given an intimate picture of the experiences of the scientific adventurers who invaded the wild and mountainous little island for the express purpose of bringing those almost fabulous monsters to light. Writing for *The World's Work*, Mr. Burden reminds us that the expedition also bagged twelve dead specimens for the Museum, besides observing some hundreds of the creatures in their native habitat; and he estimates that "there must be several thousand on the little island, which is only twenty-two miles long and twelve wide." His account of Mrs. Burden's terrifying experience occurs in an earlier article in *Natural History*, the Museum's journal. Early one morning she went out with F. J. Defosse, "a great hunter from Indo-China, whose chief task was to capture the lizards alive," to see if any marauding dragon had visited the expedition's trap during the night. Upon reaching the blind, they were dumfounded to find that the bait—the carcass of a deer—"had been torn in half, and the entire hindquarters devoured." It was hardly conceivable, adds Mr. Burde "that one V. K. was responsible for so muc mischief." Defosse followed some trac around one side of a hill, while Mrs. Burd searched the other side; and it was while s was thus alone that one of the monsters emerg from the jungle and lumbered toward h where she crouched in the grass. From whi exciting point we read on:

> As he approached step by step the gre bulk of his body was held clear off the groun and the black beady eyes flashed in their d sockets; from time to time, as he stopt a raised himself on his powerful forelegs to lo around, she could observe the blistered scars his bony armor.
>
> "As he drew nearer," she afterward relat "I suddenly realized my predicament. My g was propt against the blind where I had left i few moments earlier. Defosse was out of sig and the great reptile was continuing straig toward me. Should I jump up and run, th losing the largest lizard we had seen? Shoul not rather lie without moving in the chance th Defosse would come back in time to shoot h or that he would change his course and pass by me unheede
>
> "Nearer he came and nearer, his grim head swinging heav from side to side. I remembered all the fantastic stories I h heard of these creatures attacking both men and horses, and w in no wise reassured.
>
> "The creature was now less than five yards away, and subtle reptilian smell was in my nostrils. Too late to leap fro hiding—if I did, he would surely spring upon me, rending me a devouring my remains as he had devoured the dead deer. Bet to take my chances where I lay, so I closed my eyes and waited.
>
> "Then I opened them in time to see Defosse's head appear over the hill. The next instant there was a flash, and a bul buried itself in the great monster's neck. Like lightning whirled and crashed toward the jungle, but the rifle once mo did its work, and he lay still."
>
> Later, upon measuring him, we discovered that he was quite ten feet long, but he must have weighed around 250 poun and in his stomach we found the whole hindquarters of the de
>
> We were by now even more anxious to capture alive some these very large lizards, for closer study. Several times t Malays had seen a particularly ugly brute on the edge the 'prehistoric" wood, which they excitedly described as

(*Continued on page 58*)

HIS TABLE MANNERS ARE NOT DAINTY

The "land crocodile" likes his chow plenty and gamey. "In the process of gorging, the long, sha claws are used indiscriminately for scraping and tearing, while the thin, recurved teeth wi sharp serrated edges are employed to rip off chunks of the meat. The beast maneuvers this seesawing back and forth on braced legs, giving a wrench at the bait with every backward move



CAN YOU IMAGINE this surging theatre throng along Broadway all agreeing on *one* star as the greatest? Of course not! Yet this throng is but a fraction of vast multitudes of smokers who are welcoming and praising *one* pipe tobacco—Old Briar—as "the best pipe smoke ever made."

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Light up *your* pipe full of Old Briar. Draw in the ripe fragrance of this wonderful tobacco. Enjoy its full, pleasant aroma—its extra smoothness—its comfort. Smoke it awhile. Notice how mild and cool it is—how completely satisfying! Now, you know why a world of pipe smokers are welcoming Old Briar—the ladies, too, enjoy its fragrance.

It has taken years of scientific knowledge in the art of mellowing and blending, and generations of tobacco culture, to produce Old Briar. Step by step Old Briar has been developed—step by step *perfected.*

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Tear out this coupon and mail to:
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If you prefer—send stamps, money order or check with coupon. Tear out the coupon now, while it's handy.

A world of pipe smokers have learned for themselves that a pipeful of OLD BRIAR costs only a fraction of a cent more than a pipeful of ordinary tobacco. Of all the pleasures man enjoys, pipe smoking costs about the least.

TO DEALERS: *Old Briar is sold in Pocket packages at 25c, and Humidor boxes at 50c, $1.00 and $2.00. If your jobber has not supplied you, write us and we will send you a supply by prepaid Parcel Post at regular Dealers' prices. Every box and package of Old Briar has our unlimited guarantee.*

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Get more for your money!

Why does growing its own rubber enable the United States Rubber Company to give you more for your tire money?

BECAUSE—better rubber builds better tires.

Many years ago the makers of United States Tires started their search for finer, cleaner rubber in larger quantities.

The only way to get it was to *grow the rubber themselves.*

Today the United States Rubber Company's Plantations contain 10,000,000 pedigreed rubber trees, yielding large quantities of the finest kind of rubber latex.

They provide an ever-increasing source of supply for the finest rubber that can be produced.

UNITED STATES
ROYAL CORD
BALLOON

UNITED STATES TIRES ARE GOOD TIRES

Built by the FLAT BAND METHOD

Bud-grafting from selected stock on U.S. Rubber Company Plantation

UNITED STATES-ROYAL CORD-BALLOON

Questions that are asked about "Getting More for Your Money" in tires . . . and the Answers

Q. Is the difference in rubber quality all in the growing?

A. No. Much depends also on how the liquid latex is converted into rubber for manufacturing purposes. That is where the *Sprayed Rubber Process* contributes to better tires.

* * *

Q. Why is this Sprayed Rubber Process so important?

A. It is a method developed and patented by the United States Rubber Company, which derives rubber from latex without the use of smoke or chemicals. It produces purer, more uniform, stronger, longer-wearing rubber.

* * *

Q. What other United States Rubber Company developments add to the mileage of Royal Cord Balloons?

A. Three of the most important are: *Web Cord,* a new and better cord and rubber structure for the body of the tire—the *Flat Band Method,* a new and better process of tire building—and the *Flat Tread* which established the correct tread principle for balloon tires two years ago.

United States Rubber Company

TRADE US MARK

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Plenty of
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No Coal or Gas Needed

Whenever you want it—lots of hot water for a nice hot bath! It's easy when you connect a Perfection Kerosene Water Heater with your water pressure system.

No fires to watch. Just light the burner. In 30 minutes there's hot water for a bath, in 10 minutes hot water for washing dishes, in 5 minutes hot water for shaving.

Any plumber can connect this heater with your present system. Easily installed, too, in homes without running water.

Not Expensive

Four models—reasonably priced. Two have thermostats which put out the flame when the tank is hot. One has a 30 gallon "Stay Hot" storage tank. Keeps water hot for 36 hours. They all burn kerosene—the cheap fuel.

Free Booklet

Ask your plumber or write for full description and prices.

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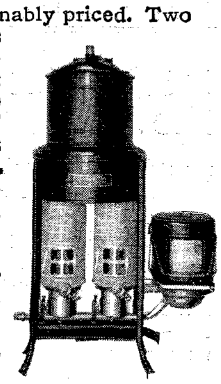

Hot water for shaving in 5 minutes. Model 412.

PERFECTION
Kerosene **Water Heaters**

BEASTS, BIRDS AND TREES
Continued

biggest "boeaja darat" (land crocodile) yet seen. He was a very wary fellow, and we decided that the best way to get him alive would be to build a trap at the edge of the forest, bait it with deer or pig, and then hide close by in a boma, ready to run out and lash him to a pole as soon as he was caught in the noose. Accordingly, Defosse killed an old razorback for bait, and the coolies set to work on the trap. Heavy stakes were pounded into the ground all around the bait, except for a large opening left at one end. The stakes were then lasht together with rattan and the whole contraption carefully camouflaged with branches and leaves. A live tree was selected as the spring pole. The branches were cut, the rope tied to the top, and then, with the combined strength of fifteen coolies, the tree was bent over and the noose set at the opening in front of the trap. To avoid having the trap sprung by some small and unimportant specimen, however, we arranged that the tree should be released only by a string running along the ground to the boma.

A test proved that this would work perfectly; already we visualized the surprize of the old dragon when the noose should snare him and the spring-pole immediately snatch him aloft dangling at the end of his tether. The trap was Defosse's handiwork, and a credit to his ingenuity.

We were on hand early next morning, for the bait had already begun to smell. The sun was well up before anything happened to arouse our hopes. Presently a small V. K. appeared and maneuvered around and around the trap not daring to enter. He was followed soon by a much larger beast about the size of those which we later brought back to the New York Zoo. This one immediately entered the trap and tried to drag the whole boar out, but the razorback had been lasht in place, and could not be budged. Presently I saw him look up and then turn and flee as if the very devil were after him.

Only a very large V. K. could create such panic in one of adult size, so we waited with ill-repressed excitement. There was no reason to lower our voices, as the beast is practically stone deaf, yet a hush fell upon us which became a positive strain as time lengthened into half an hour, and no big beast arrived.

Suddenly a coolie peeping through the leaves at the back of the boma made a strange sound. Others looked, and stirred with excitement. When I looked, I could well understand their feelings, for what I saw was a V. K. so large and so villainous of aspect that I trembled with instinctive repulsion.

He started forward, headed straight for the boma. I could see the brute, now, very well. He looked black as ink. His bony armor was scarred and blistered. Half his tail had been lost in battle. His eyes, deep-set in their sockets, looked out from underneath overhanging brows. Now his footsteps were plainly audible. He passed so close to our boma that I could have reached out and touched him.

I was so excited that I wondered at the great calm shown by the hunter Defosse. He was able to give his principal attention to keeping the nervous coolies quiet, and did not seem to share the agony of waiting I felt for the next half-hour, while the great reptile was making up his mind whether to enter the trap. He was wary and suspicious. He would put his nose almost in the noose, and then withdraw it. He inspected everything closely, his snaky tongue in constant motion. Then he would walk away abruptly, and sit for five minutes at a time looking into the surrounding jungle. It seemed as tho we should never take him.

Then, of a sudden, it happened. He walked straight up to the opening, stept through the noose, and seized the bait. I pulled the release, and the great dragon was catapulted into the air. Down he came as quickly, his great weight dragging the tree back again. Then it was a contest of strength between him and the tree, which began to crack noisily with the strain as he clawed at the ground, tugging at the rope which was tightened about his middle.

The coolies rushed out to surround him, but he held them off.

It was now up to Defosse, who had been practising with a lasso for months past. His first throw missed, as well it might, for the great beast was leaping in every direction. But Defosse, keeping carefully and coolly out of reach, recoiled his rope as methodically as tho he were practising on a tent-peg in camp.

Awaiting a favorable moment, when the lizard was trying to drag himself away in the opposite direction, Defosse stept up close behind him, and dropt the lasso neatly about his neck, continues Mr. Burden; and then:

As soon as the rope was made fast to a stout tree, the lizard was ours; and it required only the precaution of roping his tail, also, to prevent him damaging anything by its lashings, to enable our coolies to do their share of the work. They now brought their long pole, hog-tied the lizard to it, and carried him triumphantly back to camp.

A special cage had been built for him, and as we thrust him in at one end, we cut the thongs one by one, till he was entirely free, but securely enclosed. And then came fireworks! Feeling himself at first free, and then confined within four walls, he lasht himself into a great fury.

There was a large air-hole at the top of the cage, which we had covered with the strongest steel netting that could be obtained in Batavia, yet when we came out the next morning to look at him, we found to our dismay that the wire had been ripped off, and the cage was empty. The twisted steel and the gaping hole were evidence of a strength which we had never suspected. Thus we lost the greatest prize of our expedition. We had felt so sure of him that we hadn't even taken the precaution to photograph him.

We caught many other lizards in our traps, but none so big. The Colonial Government had given us a permit to kill or capture only fifteen of the beasts, so we had to release many of those caught. We were enabled, however, during the process to study the habits of the animals. One evening we released five on the beach to test their swimming ability, and to see whether they would take to the sea of their own free will—an important question with regard to their distribution. Of five lizards let loose, one large and one small one immediately fled to the sea without the slightest hesitation. Two others headed for the jungle, while a third ran down the beach for 150 yards, went up into the grass, and then, after looking the situation over, deliberately proceeded to swim far out into the bay. The largest one which had taken to the water submerged for a full two minutes, and then appeared a hundred yards away, swam down the beach for a half-mile, and ambled slowly off into the jungle. When swimming, their heads were carried well up above the surface of the water, so that they could be seen at a great distance, but on the whole, we considered them rather clumsy and ineffective swimmers.

On one point we were greatly disappointed. We found no eggs, nor any trace of them. But as part of a large herpetological collection numbering several thousand specimens we did succeed in bringing out twelve dead and two live V. K., sufficient to make an excellent museum group.

Concerning the place of V. K. in evolution, it is interesting to note that these varanoid lizards represent the group from which snakes were evolved, which accounts for their snakelike appearance, their mobile head, and long, protrusible, bifurcated tongue.

According to the most recent investigation, it has been definitely shown that V. K. is closely related to the Australian monitors which gave rise in Pleistocene times to such monsters as Megalania, known to have attained a length of thirty feet.

For many years, Mr. Burden reminds us in his *World's Work* article, "amazing reports had been in circulation concerning the size and habits of these antediluvian monsters." Indeed—

An original description, a scientific paper published in 1912, asserted that they reached a length of twenty-one feet. It was well known that close relatives of the Komodo lizards, the giant monitors which lived in northern Australia during the stone age of man, attained a length of thirty feet and a weight of more than 3,000 pounds. A length of twenty-one feet, therefore, seemed quite within the realm of possibility. And yet, strangely enough, nobody had been to Komodo to verify the report.

Perhaps these great reptiles were the very ones which had inspired the dragons of mythology and that of the Chinese flag. Dragon stories have encircled the globe. They form a part of the mythology of almost every country in the world. It was just possible that some real dragons still lived on the little island of Komodo.

Most remarkable is the fact that with the exception of a few neighboring islands, including Rindja and western Flores, the dragon lizards are found nowhere else on earth. How they got there and where they came from remains a question. The current is so swift between these islands that it would seem to be impossible for them to swim across the wide channel.

In spite of a careful study of these largest lizards in the world, we still have much to learn. It is a curious fact that Komodo is geologically recent. Thus we have a very ancient animal on a young island. How did the species get there? Whence did it come? What conditions enabled it to survive in this one isolated district? As yet we can not give definite answers. Nor can we even guess as to the maximum age the lizards attain. We have been unable to determine whether they live ten years or a hundred. And we have no idea as to the age of the specimens taken. But we can look back upon some rather exciting adventures, the results of strenuous

DRUGS
KELLY SPRINGFIELD BALLOON
E.F. FELLOWS

"Say, Doc, it must be awkward when you get a hurry call and have tire trouble."

"Yes, it would be, but you see I don't dare to take any chances; I use Kelly-Springfields."

BEASTS, BIRDS AND TREES
Continued

efforts to glean in every possible manner true facts concerning the beasts.

Komodo was practically unknown, yet tho only a small island it fulfilled my wildest dreams. With its sharp, serrated skyline and volcanic chimneys it looked hardly less fantastic than the mountains of the moon. As we approached it, skimming past strips of glistening sand and through dangerous straits where the coral reefs lay bare, we seemed to see a prehistoric landscape, a lost world, unfold before us. Everywhere, great gubbong palms stood like sentinels outlined against the sky, a melancholy land and a fitting abode for the weird creatures that lived in the dawn of things, and as such a suitable haunt for the predatory dragon lizards.

During a walk along the beach I was astonished to see such an abundance of game, and to note how salubrious was the climate. As we wandered back to the ship, the fresh air was like a tonic. Late at night we heard tom-toms beating across the water, incessant, monotonous, rhythmic beats, thrilling and barbarous. A native *prau* lay in the bay, and with the aid of drums the Malays were summoning the winds to blow.

There is a native settlement on the island, a convict village. The unfortunate, diseased inhabitants are descendants of criminals exported here by the Rajah of Sumbawa. The *kampong* is full of sickly children. The men and women grub around on the coral reefs collecting food; they present a sorry spectacle.

SHALL AMERICA BECOME A TREELESS WASTE LIKE CHINA?

IN forty years or so, at the present rate of consumption, "the virgin stand of timber in the United States will be exhausted," declares one writer on what has become a topic of animated discussion. On the other side of the question, we have a recent declaration of the West Coast Lumber Trade Extension Bureau, printed in *The Business Chronicle of the Pacific Northwest*, that the States of Washington and Oregon alone "can furnish, if the American people will want it, enough lumber of high quality to supply the growing needs of this land forevermore." Such are the extremes of pessimism and optimism regarding the American forest problem. In support of the disquieting prediction at the beginning of this article, it is pointed out that this country, with one-twelfth of the population of the world, uses one-half of the timber produced. Moreover, it is reasonable to suppose, continues George W. Blanchard in *The Modern Woodman*, "with an increasing population and a corresponding increase of uses for wood products, that the annual consumption will increase." And he goes on to point out:

> You can not draw money from a bank day after day without occasionally putting some back in; nor can you take from the forests day after day without putting something back to keep from exhausting

$280 worth of hunting, fishing or camping equipment will be awarded for the

Six Biggest Small Mouth Bass Caught in 1927

Another $280 worth of prizes for six biggest LARGE MOUTH BASS. There are 15 classes of game fish and prizes from $100 to $10 in outdoor equipment in each class—WINNERS SELECT THEIR OWN PRIZES.

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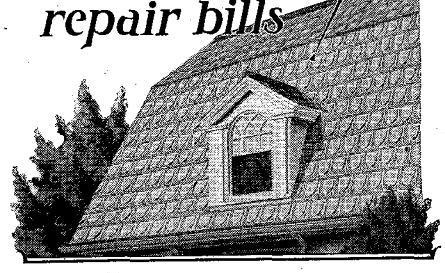
Head-off repair bills



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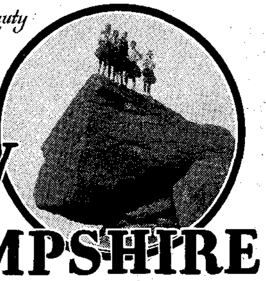

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NEW ENGLAND—Homestead of the Nation

Scientific Facts About Diet

A CONDENSED book on diet entitled "Eating for Health and Efficiency" has been published for *free distribution* by the Health Extension Bureau of Battle Creek, Mich. Contains set of health rules, many of which may be easily followed right at home or while traveling. You will find in this book a wealth of information about food elements and their relation to physical welfare.

This book is for those who wish to keep physically *fit and maintain normal weight. Not intended* as a guide for chronic invalids as all such cases require the care of a competent physician. Name and address on card will bring it without cost or obligation.

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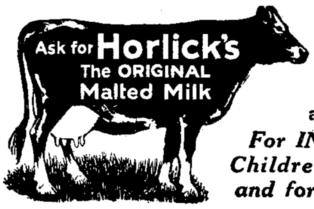

Safe Milk and Food
For INFANTS, Children, Invalids and for All Ages

the supply. Production is necessary to permit consumption.

Constant logging and constant burning will ultimately produce a treeless waste, and that is what is happening in many spots in our timber States. Selective cutting and protection from recurring fires, plus a reasonable program of artificial reforestation will take care of the timber problem. And the danger of delay is that if the young timber in the cut-over regions is allowed to be destroyed we will have to resort to an immense program of artificial planting. This process is slow, uncertain and costly. A splendid illustration of the immensity of the problem of artificial reforestation is found in the work of the United States forestry department. In one year the Government in its millions of acres of forest reserves and with millions of money at its command artificially planted 7,500 acres of trees. Seventy-five hundred acres is a sizable tract of land, but in any cut-over timber State it really is insignificant. Apply it to Michigan or Wisconsin for instance. Wisconsin has approximately three million acres of land suitable for nothing else except growing trees. If you put all the trees planted by the United States Government—7,500 acres—year after year it would take four hundred years to reforest the 3,000,000 acres.

Some of the States recognize the danger of a delay, and already have extensive programs well under way. These States are advancing successfully under a policy of: (1) Acquisition of forest areas; (2) Protection of forest lands from fires; (3) Encouragement to individuals to practise forestry by relieving areas set aside for reforestation from excessive taxation; (4) Artificial planting.

The results in these States justify the claim that reforestation pays, says Mr. Blanchard, adding:

Notable examples are New York, Pennsylvania, and other Eastern States. And a study of the record of the United States Department of Forestry is further proof that it pays.

Forests are not alone the problem of what are known as the timber States. The solution of the situation belongs to the National Government, the State Governments, and every unit of government. Every man, woman and child is vitally affected.

The toll exacted from the forests from commercial consumption, fires, insects and waste is stupendous. Two hundred and fifty million trees are needed annually to keep the wheels of progress turning. In one year we experienced in the whole country 92,000 forest fires, and these fires extended over an area of 29,000,000 acres. Over a period of six years in the State of Montana, fire took 28 per cent., insects 10 per cent. and commercial use 62 per cent. of the timber consumed. Commercial use of timber probably should not be curtailed, but the destruction from insects and fires should be, and can be, materially reduced. Of course, the fact that the fires extended over an area of 29,000,000 acres does not mean that the entire area was devasted. The fires included large and small, but whether the damage was great or slight the result in dollars runs into the millions.

The point of the whole matter is that there is before the country a great economic problem. It is a problem of health and public welfare; it is a problem of conserving the woods and streams for the hunters and fishermen, but most important, perhaps, is

Every public spirited citizen —*man and woman alike*— should become thoroughly familiar with these facts ~ ~ ~

1— No community can grow and prosper without a first class water supply ~

2— Real comfort is only possible in towns with modern plumbing and abundant running water

3— Every town or city of importance in the world is literally BUILT ON WATER

THERE is no civic problem of more vital importance to every citizen than that of having a dependable and abundant supply of water.

It involves the comfort, convenience—*health* and *safety* of yourself and your family—*fire insurance* rates—*real estate values*—the locating of *industries*—and the *prosperity* of your entire community.

Calamity sometimes necessary to awaken interest

Oftentimes, unless there has not been some disastrous fire or epidemic to call to mind the lack of an adequate public supply of pure running water, interest in this subject has lagged. More often, however, the interest has existed, but just exactly how to go about gathering facts and figures about water supply systems has held back the individual from any definite action.

A Bureau founded to give this help

The Cast Iron Pipe Publicity Bureau was founded solely for the purpose of giving out such information. It has nothing whatever to sell. It will be glad at any time to aid in the solution of any problem concerning water supply and water supply systems to individuals, consulting engineers, as well as representatives of local governments. No one asking for this assistance is ever under the slightest obligation.

Write for literature that has been prepared on this important subject. Send us the names of other influential citizens in your town and we will forward them similar literature.

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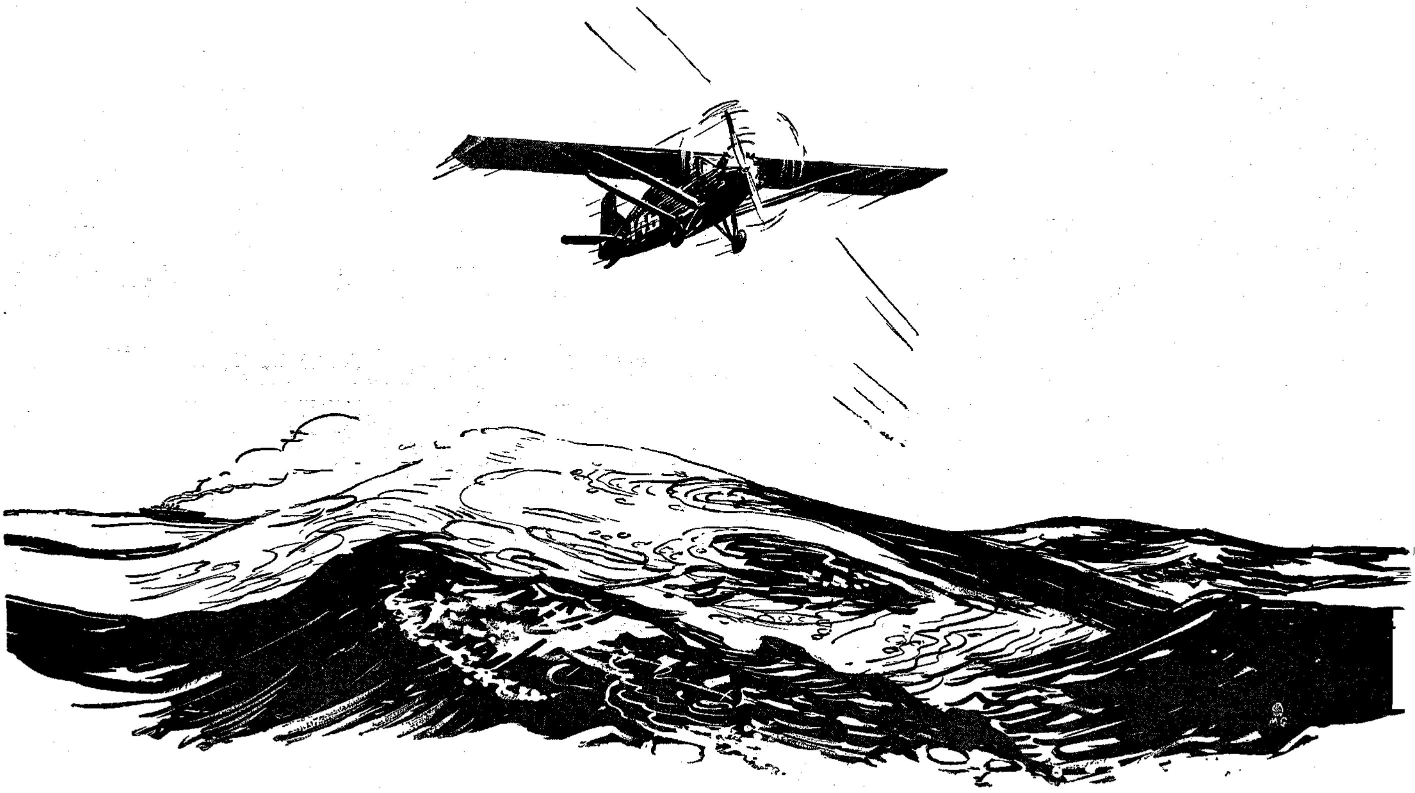


PENNZOIL sets records in

Chamberlin used it to lubricate the Columbia on its world's record flight of 3905 miles from New York to Germany

AGAIN Pennzoil has helped make history! The records pictured here were made last week. Three new world marks in 7 short days!

Pennzoil played a vital part in each.

Chamberlin staked his life on Pennzoil. Instant fame was his if all went well. Death in the gray Atlantic if the lubricant failed!

But Pennzoil never yet has failed!

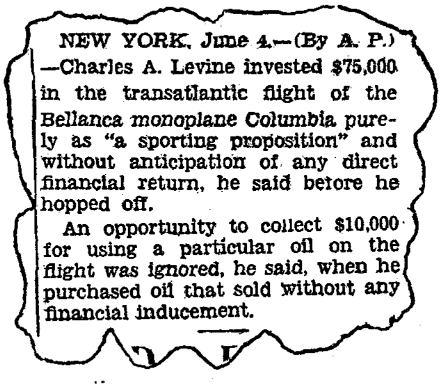
In April Chamberlin made the world's record endurance flight in this same plane. The Wright air-cooled motor was lubricated with Pennzoil.

How natural that in this dramatic flight he should again turn to the oil he knew and trusted.

Pennzoil—100% supreme Pennsylvania—brought to perfection in the largest and most modern refinery operating exclusively on this highest grade petroleum.

And—the Pennzoil used by Chamberlin is the identical Pennzoil sold by good dealers all over the United States and used by hundreds of thousands of careful motorists in their cars.

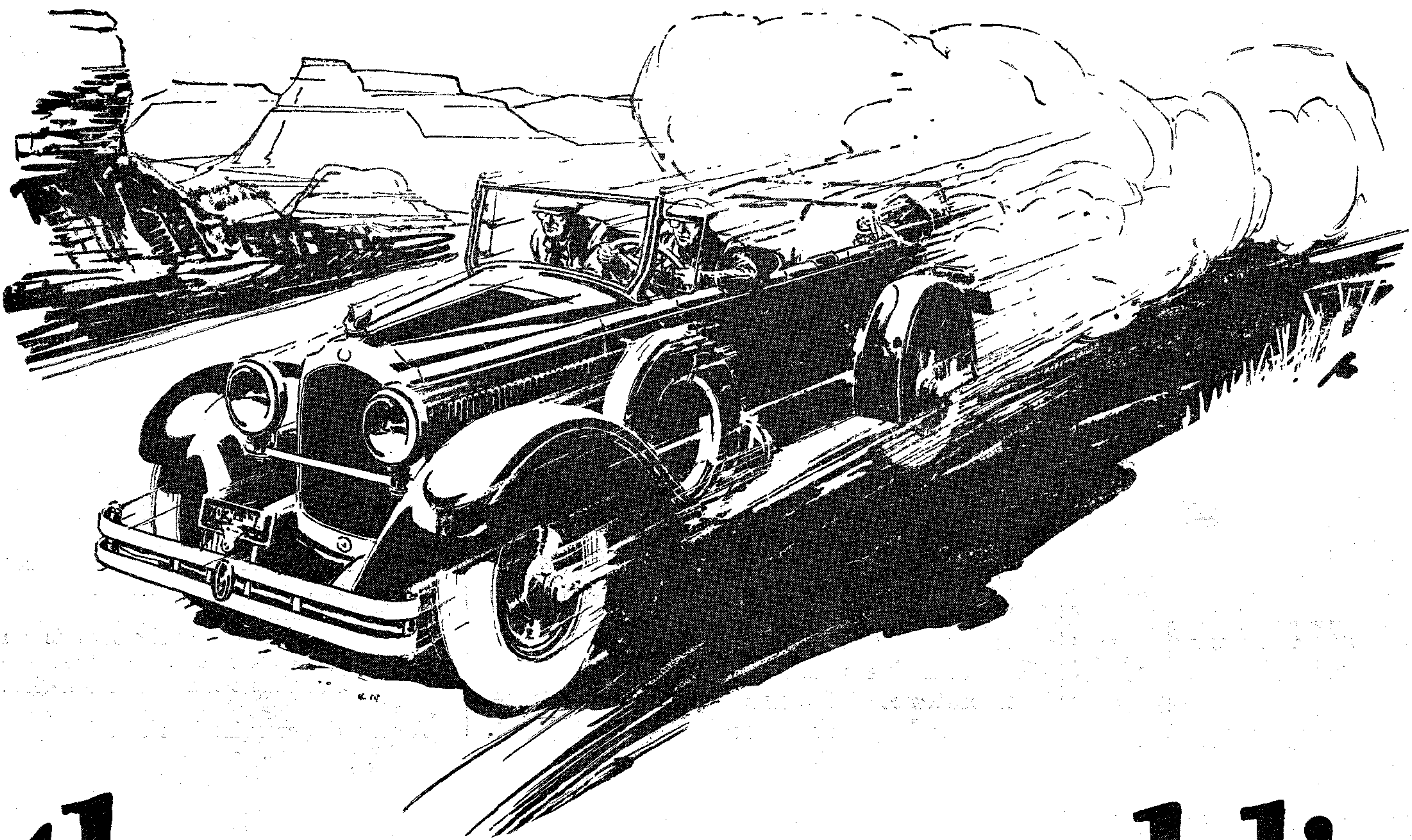
It is the best oil for your motor, too.



NEW YORK, June 4.—(By A. P.)—Charles A. Levine invested $75,000 in the transatlantic flight of the Bellanca monoplane Columbia purely as "a sporting proposition" and without anticipation of any direct financial return, he said before he hopped off.

An opportunity to collect $10,000 for using a particular oil on the flight was ignored, he said, when he purchased oil that sold without any financial inducement.

(Cleveland News, June 5)



three new world's a single week!

L. B. Miller used it in breaking the transcontinental speed record—and making a new record, cross continent and back again

L. B. Miller—in a Chrysler-80—sped from San Francisco on May 31st.

79 hours and 55 minutes later he was in New York, 3 hrs. 17 min. faster than his own world's record for the route.

45 min. later he left for the long run back to Los Angeles. Arrived June 7th, hanging up a round trip record never before approached—167 hours 59 minutes—one minute less than a week.

6721 miles at record speed with only one crankcase draining.

Miller knew Pennzoil and trusted it.

He had used it in making his previous record last September in a Wills-St. Claire.

He knew he could depend on Pennzoil to keep his motor at its peak of power—to protect the bearings, the cylinders. He knew it would carry him immeasurably farther than ordinary oil.

It was more than a coincidence that both Chamberlin and Miller used Pennzoil. Chamberlin is an aviator of exceptional experience. Miller is America's premier cross-country driver. Both know what Pennzoil lubrication means in a motor. It was only to be expected that they would choose Pennzoil for last week's all-important feats.

Pennzoil will do the same thing in *your* motor. It will eliminate unnecessary wear and repairs—give more power—give a smoother, sweeter-running motor.

Thousands of independent service stations, garages and car dealers everywhere sell Pennzoil. Look for the Pennzoil sign.

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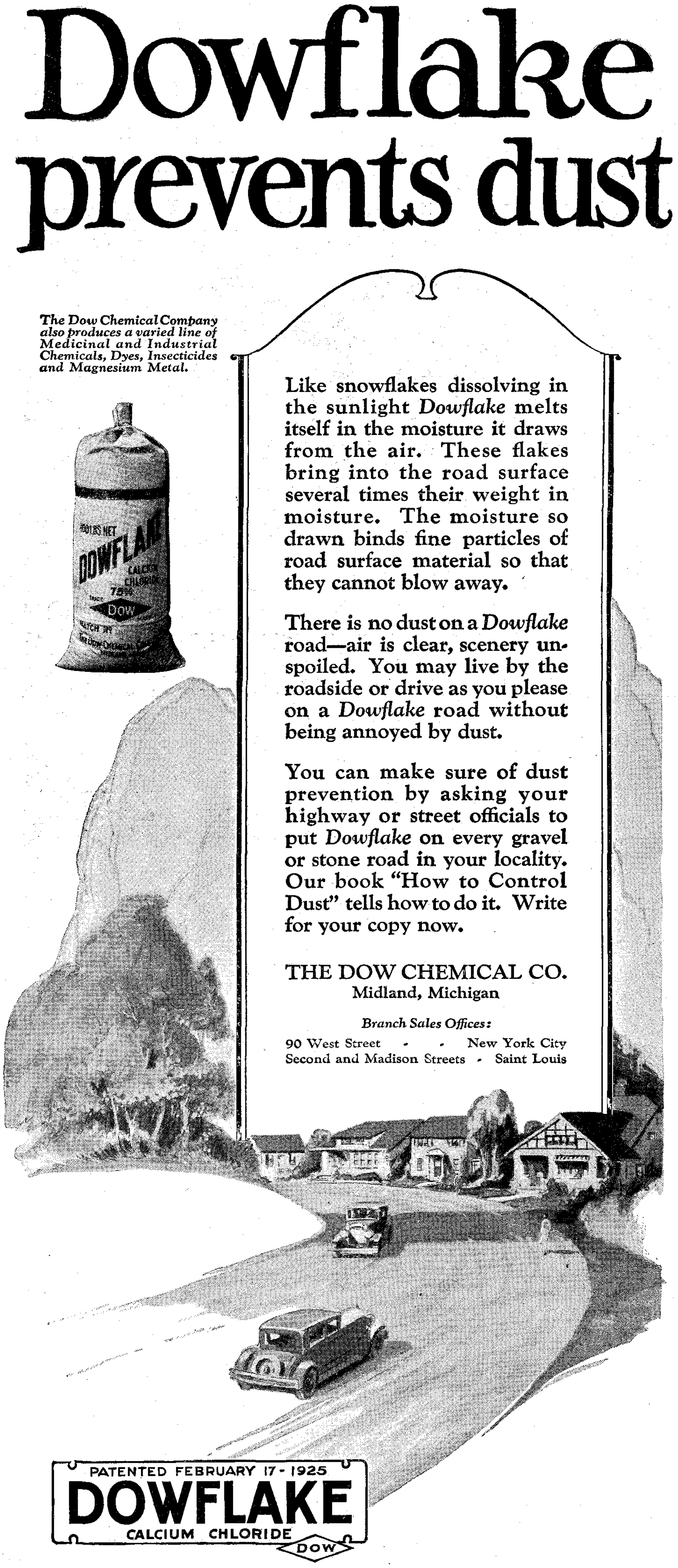

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There is no dust on a *Dowflake* road—air is clear, scenery unspoiled. You may live by the roadside or drive as you please on a *Dowflake* road without being annoyed by dust.

You can make sure of dust prevention by asking your highway or street officials to put *Dowflake* on every gravel or stone road in your locality. Our book "How to Control Dust" tells how to do it. Write for your copy now.

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BEASTS, BIRDS AND TREES
Continued

the question of perpetuating great industries, and upon them millions of people are dependent for their support.

Moreover, as Mr. Blanchard remarks, "we can not afford to import the bulk of our material, nor can we afford to have our industries move to countries where timber is more plentiful." And we read on:

What, then, is the solution? It can not be found in waiting for the inevitable day when the trees are gone and then starting to reconstruct by artificial planting; it can not be found with the timber interests themselves, because the task is too great in the face of adverse tax policies. Protection of the cut-over lands from fires will not alone solve it, but a combination of all will provide the solution.

The first essential requirement is an aroused public sentiment, and then the *translation of that sentiment into action.*

Among the organizations carrying on a militant campaign for forest salvation is the American Tree Association, of Washington, D. C., which recently brought about a country-wide movement for the observance of American Forest Week. Concerning the possibilities of greater economy in the use of wood, Otto Wilson writes in *Nature Magazine:*

A century and a quarter ago the hardy American race, like a young and brawny giant, stood looking out over some two and a half million square miles of scarcely touched forest and plain. With lusty vigor the young giant threw himself into the great work of settling a continent. The trees were in his way, and with ax and flame he cleared a path for the plow. But the giant had brains as well as muscle. And after a hundred years or so of slashing away we see him stopping to take stock of his tree heritage.

It is, indeed, only in its beginning. But, the ax-swinging giant has again paused in his labors to take thought. This time his eye does not stop with the great stretches of timber or the whirring steel circles of the devouring mills.

It follows the wood to the carpenter's trestle. It lingers on the long miles of railway and wire fence, with their myraid ties and posts. And the things it sees there and in the scores of other employments for wood bring to the mind of the pondering giant the highly pertinent question:

"What does it profit me to plant new trees when I am not really making good use of those I have?"

So a movement has been launched by the wood-using interests of America, sponsored by President Coolidge, and under the active management of Secretary Hoover, to help the ultimate consumer get a fuller value out of the wood that reaches him—to attack the tree-saving problem, as it were, in the flank. If three sticks can be made to do the work which four have been doing, then perhaps, three trees only will have to be cut instead of four. Or if the ratio is not that large, at least it is large enough to be highly worth while.

There are numberless instances where the builder needs an odd-length board. If it is not to be had he has nothing to do but

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to cut off the end of an even-length board—and perhaps 15 or 20 per cent. of that high-grade wood drops to the ground, to be gathered up as scrap and finds its way into the furnace.

The same thing, of course, occurs at the mill, where a board with a length, say, of nine feet nine inches must be cut to eight feet, because the user insists on even lengths. No one knows what a tremendous loss this entails every year, but it can be stated only in terms of tens of millions of dollars.

When the experts of the Government's Forest Products Laboratory, at Madison, Wisconsin, made a study of this source of lumber loss they found that very nearly one-half of the lumber used in building our small houses was, or might be, of odd lengths. Think of the tens of thousands of flashing saws in the hands of carpenters all over the land, busily spoiling high-grade lumber merely because of this even-length custom.

Do any of us ever really realize, after all, what an enormous activity goes on in this great United States? It may help us to appreciate the extent of its building industry, at least, when we hear the lumber experts tell us that the rescue of this short-length lumber from the scrap-pile would alone mean a saving of some $100,000,000 a year. In terms of trees we can only imagine what it would be.

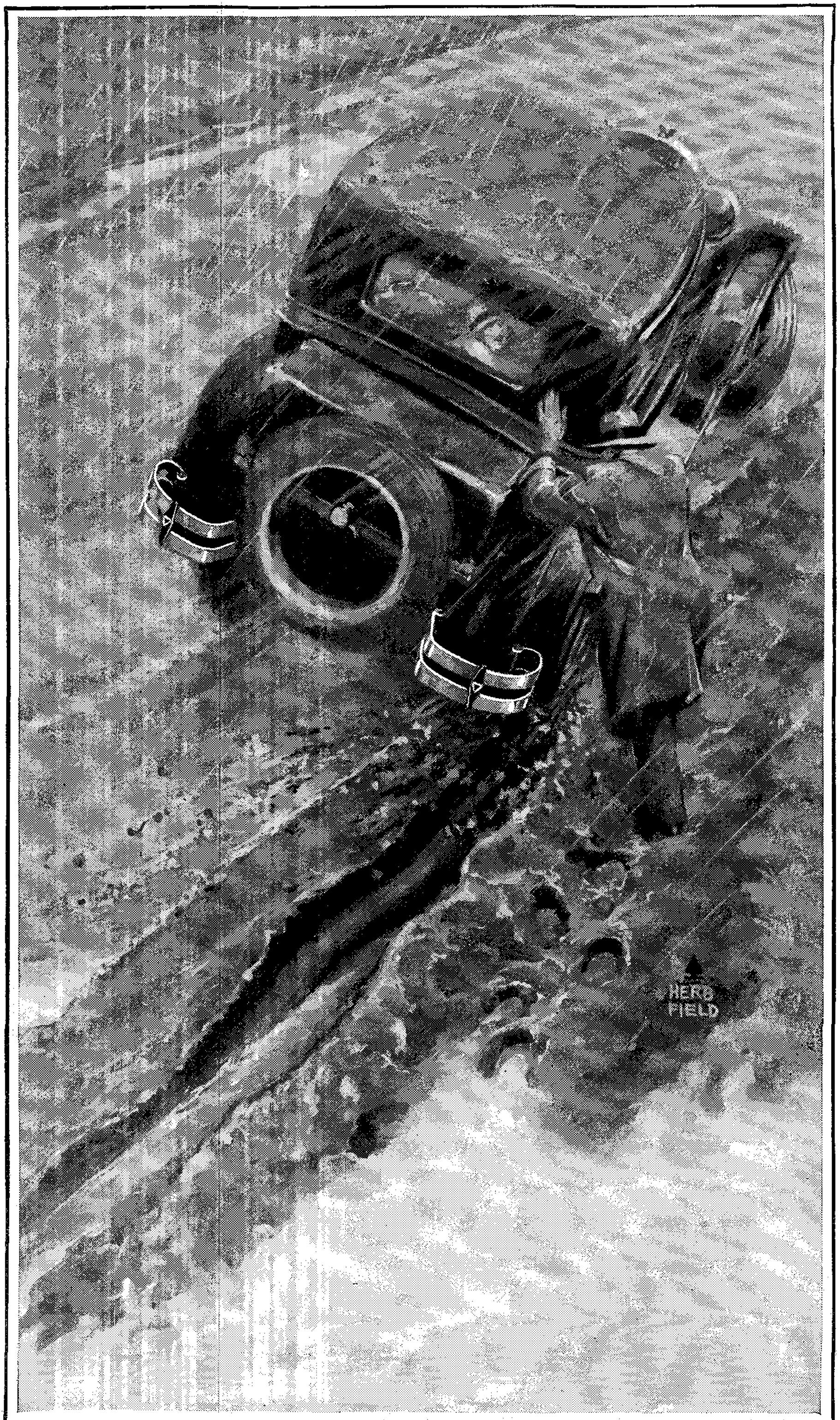
Forestry research is demanded as a prime requisite by a special committee of the Washington section, Society of American Foresters, which thus tabulates the work to be done:

1. Making full use for the production of timber, naval stores, forage, etc., and for other related purposes, of one-fourth of our entire land area.
2. Supplying sufficient wood and other forest products to meet American requirements, which are now nearly half of those for the entire world.
3. Maintaining the permanence of the forest industries, which as a group rank about fourth among American industries with a capitalization of about $3,600,000,000, exclusive of forest land and stumpage worth at least $10,000,000,000 more.

To accomplish these results will require:

1. A satisfactory silvicultural and protective technique for the richest and most complex temperate-zone forests in the world, toward which we have as yet hardly made a start.
2. Reduction of waste in the manufacture and utilization of wood, which is now responsible for about two-thirds of the annual drain on our forests and for which we have the scientific foundation only in small part.
3. Detailed information of an economic character concerning such matters as timber supplies and requirements, price trends, and taxation.
4. Development of ways and means of making full use of the forest not only for timber and other products but for its influence on water supply, erosion, wild life, recreation, and health.

The situation calls for the development of forest research as a national undertaking on a scale commensurate with the movement to acquire national and other public forests; with the drive to place our entire forest area under protection against fire; with the effort to bring about the practise of forestry on privately owned lands; with the development of agricultural research in the United States.



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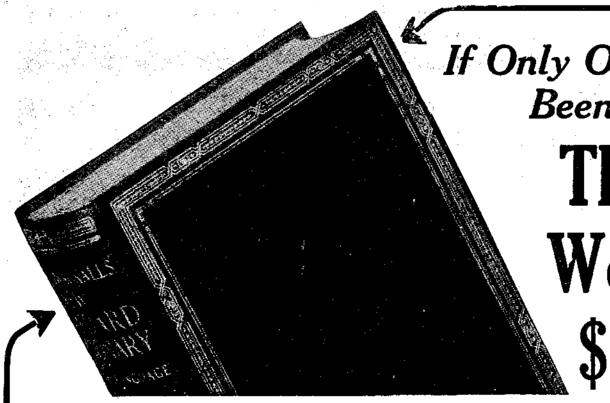

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BEASTS, BIRDS AND TREES
Continued

THE YAK BECOMES A SPICY THEME

OVERNIGHT, as it were, the harmless, necessary yak has captured the interest of our readers to such a degree that a number of them have been moved to write to us on the subject quite urgently. The letters have been addrest without exception to the editor of "The Spice of Life." Their particular theme has been the sex of the animal in question. Some of the writers enclose an excellent portrait of a yak, clipt from the Mount Everest story under "Personal Glimpses" in our issue of May 7. Beneath the picture appeared this legend:

> DEAR TO CLIMBERS AND CROSS-WORD PUZZLERS
>
> The plodding, grunting, good-natured yak proved indispensable as a pack-animal on the Everest expeditions. He plows the Tibetans' barleyfields and gives them meat, milk, butter, and material for clothing.

In each case the words "he," "milk" and "butter" are underlined, and one correspondent scribbles on the margin, "He goes one better than the egg-laying rooster."

The letters exhibit a high grade of facetiousness, as might be expected of the vigilant volunteer scouts among our readers who comb the publications of this and other countries for misprints and "funny breaks" to swell the formidable volume of mail that flows in continually to the "Spice of Life" desk—a weekly inundation of amusing errors, whereof only the cream can be used. That THE DIGEST itself should have been caught in the act of "pulling a boner" has evidently afforded our alert friends an especially delightful "kick," as may be judged from the following:

> Spice of Life Editor,
> THE LITERARY DIGEST,
> New York City, N. Y.
>
> Piquant and Pungent Sir:
>
> It is to yield the cut-glass cinnamon shaker to the L. D. photo-captioneer this week. In all solemnity he's won it fair. For whereas, in the current issue (vid. p. 99, col. 1, wheeze 3) you poke a festive gibe at a poor Texas paper for tangling the gender of its Gallinaceæ, in his learned discourse anent the plodding, grunting yak of Mount Everest the aforesaid captioneer deposeth and saith as follows, to wit:
>
> "He . . . gives them . . . milk . . ." etc.
>
> More power to the good-natured bull-yak! But wait till the Himalayan yakettes receive their DIGESTS for May 7 and the extent of that slight dawns on them!
>
> Yours for paprika,
> ADDISON M. CLARK.

Mr. Clark's allusion to "Gallinaceæ" is prompted by the following item in the "Spice of Life":

> **Champion He-Biddy.—**
> EGG LAYING CONTEST
> WON BY TEMPLE MAN
> —*Waco Paper.*

The same coincidence is noted by Mr. David S. Packard, of Southern Pines, North Carolina, who writes:

> To the Editor of the Spice of Life,
> LITERARY DIGEST, New York.
>
> Dear Sir:—
>
> I nearly had hysterics when I read the "Champion He-Biddy" item in your valuable department in the May 7 issue, and had a continuation of it when I came to the more serious reading matter on page 38 of the same issue, and read of the lowly yak, which must also rank as a winner under similar handicaps to which the Temple man must by nature be subject.
>
> Your titles contribute three-fourths of the value of your column, which has an indisputable value. May your pen retain its pep. Yours sincerely,
>
> DAVID S. PACKARD.

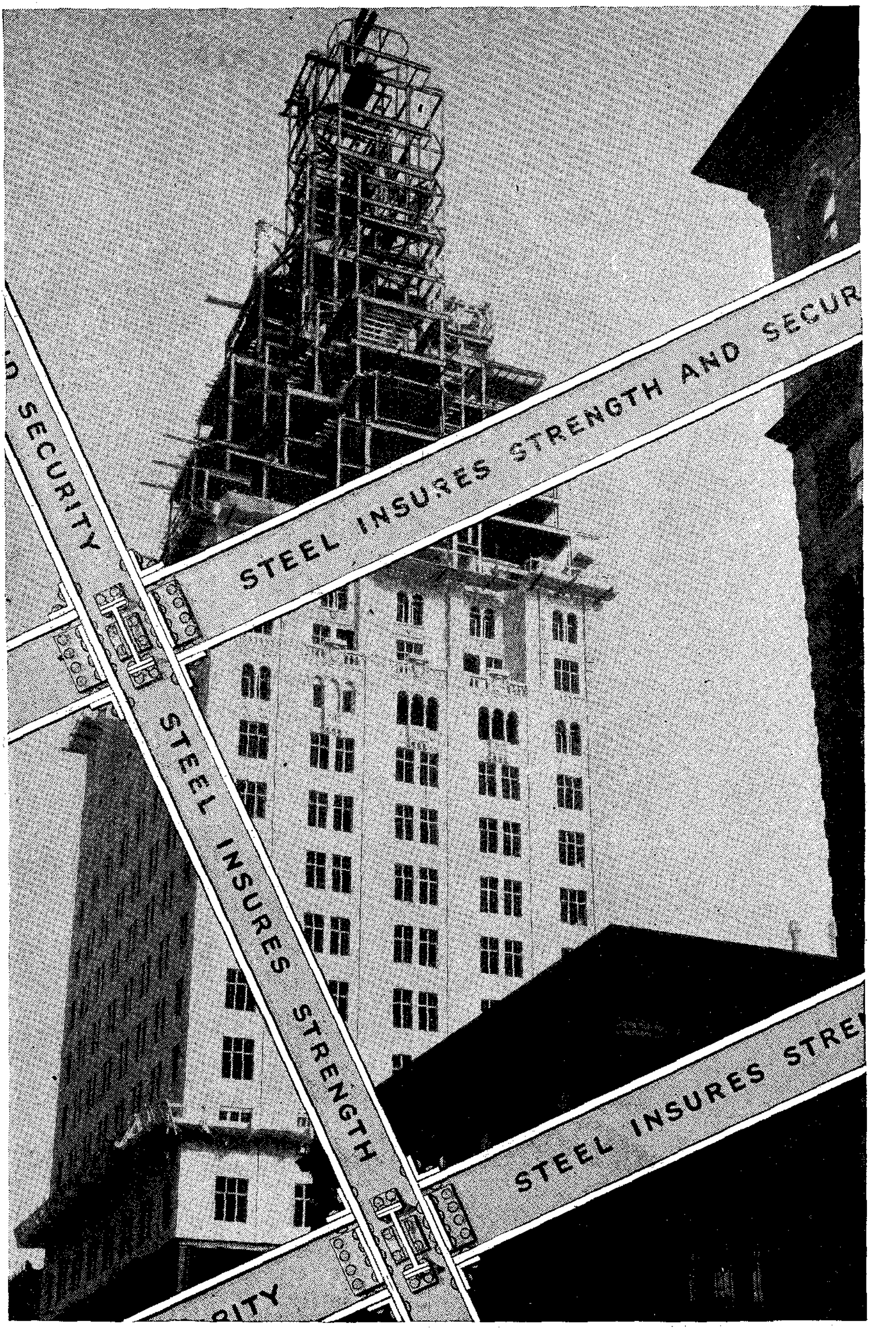
Mr. Frank Grimes, of Abilene, Texas, contents himself with copying out our caption in regular "Spice of Life" form, with the suggested head-line, "The Terrible Consequences of Polyandry"—a rather subtle reference of the yak's versatility to the well-known polyandrous social system of the Tibetan people. From Victoria, British Columbia, Mr. R. S. Stuart Yates writes:

> If you can assure me that the yak specified in your issue for May 7 also lays eggs, you may send me one of this male variety for local dairy purposes. I consider him quite a remarkable animal.

After affording so much entertainment to our readers, it would be ungracious not to make a full and free confession of culpability, without any alibis, and we do so with hearty good-will. Nor will we consent to take refuge behind an extenuating opinion offered by our learned contributor, The Lexicographer, who contends that "generic names, even when construed as masculine or feminine, often virtually include both sexes"; as, "Doth the eagle make her nest on high?" in the Book of Job. The Lexicographer adds:

> As there is no rule in the language that prevents a writer from considering such a term as a generic name, embracing both sexes, there is nothing to prevent the using of the established form that permits the masculine pronoun to be employed, as in the case of *man, dog, horse*, etc.
>
> From Selous and Lydekker's "Mammals of Other Lands," I take the following: "The buffalo's milk is very rich, and makes a much larger percentage of butter than ordinary cow's milk." Here *buffalo* is used as a generic name.
>
> The grammarian insists that in a construction of the kind challenged, the pronoun *it* should be used; but the pronoun *it*, as it carries in itself no such idea as that of personality, or sex, or life, is used chiefly to refer to things inanimate. He fails to take into consideration the fact that the use of the word *yak* is generic. Taken at its face value, then, it is clear that the intention was generic, and therefore the sentence is correct.

But, while we are grateful to our erudite contributor for this technical acquittal, we insist on pleading guilty and throwing ourselves on the mercy of the court.



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INVESTMENTS ▾ AND ▾ FINANCE

MORE CHEAP BORROWING BY UNCLE SAM

WHEN announcement was made some weeks ago of the retirement of the outstanding bonds of the Second Liberty Loan on November 15 next, it was understood that subscribers would be given a chance to take other government securities in exchange. But financial authorities had a feeling that the new obligations would be put out on a short-term basis. Instead of this the Treasury in its June financing offers a twenty-year 3⅜ per cent. bond—said to be the lowest interest rate carried by a government bond since 1911. The press *find the offering* especially interesting because it carries out the Treasury policy of consistently lightening the debt burden, and because it gives official confirmation to predictions of continuing easy conditions in the money market. The New York *Journal of Commerce* likes the long-term bonds because they are more likely to be put into the hands of investors who will keep them off the market, while short-term notes are chiefly useful for banks. The new issue, explains the Stock Exchange house of Dominick and Dominick, "will kill two birds with the one stone":

> It is offered in exchange for the outstanding Second Liberty 4 and 4¼ per cent. bonds, and it also provides for payment of principal on certain Treasury certificates which matured on June 15. $200,000,000 of the new bonds will be sold for cash, and this sum will be used by the Treasury to meet part of the maturing short-term obligations aggregating $378,000,000. Presumably the balance on these maturities will be paid from the budget surplus.
>
> The March financing on the Second Liberty bonds effected a saving of $10,200,000 in interest annually, and the financing contemplated this month will represent a further economy of $14,851,000 in interest payments.

The cash offering was promptly oversubscribed on the date of the offering, June 1. The Washington dispatches note that the bonds sold "at a premium of 100½, thus scaling the interest down to 3⅓ per cent., the lowest paid by the Government on a long-term issue since the World War." This is the first time since 1911, when it brought out an issue of Panama 3 per cent. bonds, that the Government, as the New York *Herald Tribune* recalls, has undertaken "a piece of long-time financing on the basis of an interest rate of less than 3½ per cent." According to the New York *Times*, this is "absolutely the lowest rate paid on any long-term Federal loan since new United States bonds lost the 'circulation privilege'":

> The 3⅜ per cent. rate is in fact the lowest fixt in any initial long-term borrowing of our Government's entire history, except for the 3 per cent. Spanish War loan of 1898, when national banks were unusually anxious to take out new circulation, and the 2 per cent. Panama Canal loans placed in 1906, and on one or two occasions afterward, when the demand for such loans by national banks which had to pledge them as security for public deposits was exceptionally large. If allowance is made for these old-time privileges obtained by private banks through subscription to United States loans, the 3⅜ per cent. rate will compare favorably even with these older issues at a lower percentage yield. In the days of the "circulation privilege" the Controller of the Currency officially calculated that the profit on circulation, issued against United States bonds bought at higher prices than those which now prevail, might average 1 per cent. on the purchase price.
>
> One natural inference from this further reduction of the interest rate on United States bonds is that the rate for money in the open market may be expected to continue low and that the present prices of other investment bonds will continue high. Neither inference is unreasonable. But it should not be overlooked that the lower rate on the government bonds, which is equivalent to a rise in their price, has another cause peculiar to those securities. Bond issues of which the amount outstanding is rapidly and progressively reduced are enhanced in value by that process; especially when, as is the case with United States Government bonds, the demand for them is of a character which does not admit of a willing shift to other investments. While this demand has increased in the aggregate rather than decreased in the last few years, the Treasury's debt-retirement policy has since 1923 reduced the amount of outstanding United States securities by $3,500,000,000, or 16 per cent., and since the debt maximum of 1919 by $8,000,000,000, or 30 per cent., and the reduction is continuing.

The Second Liberty Bonds are exchangeable at par as of June 15, and most financial writers think that this will be the last exchange offering before the call date of the Second Libertys on November 15, and that any of the bonds left outstanding will be redeemed in cash in November When the returns are all in, it is expected, we read on the financial page of the New York *Times*, that a substantial portion of the $1,697,000,000 in the hands of the public on June 1 will have been reported exchanged. In any event, we read in the same paragraph—

> Government bond specialists regard the question of the Second Liberty bonds as virtually settled. They consider it possible that the amount left outstanding may be as little as $1,000,000,000. On June 30 the sinking-fund for the fiscal year 1928 will come into operation and may be utilized for purchases for Second Libertys, in addition to which the Treasury will have another chance for refunding in September, so that little will be left outstanding at the final maturity date,

November 15. This will leave the way lear for retirement of the Third Liberty ¼s next year, and for the whittling down f the $6,000,000,000 of Fourth Liberty ¼s, which may be retired as early as 933. Secretary Mellon's recent estimate f a $600,000,000 surplus for the fiscal ear compares with a $383,000,000 foreast last December.

It is likely, we read in the already quoted bulletin of Dominick and Dominick, 'that this will represent the last Treasury ffering of long-time obligations for a onsiderable period":

> On the whole, the bond market will be trengthened and there will be increased ublic confidence in investment securities f all kinds. The rate for money in the pen market may be expected to continue ow, while the prices of investment bonds n general will remain high.

THE OUTLOOK FOR AGRICULTURE

WHEN will the agricultural depression end? And when will the disparity etween farm crop prices and other prices e removed? These questions, observes). M. Kile, in his syndicated articles "How Things Look to the Farmer," are subjects f rather heated discussion among agriultural economists at the present moment. The school of thought headed by Dr. G. F. Varren, of Cornell University, believes hat agriculture, if left to take its natural ourse, must go through another ten years f hard times before another wave of rosperity comes again. Dr. E. G. Nourse, f the Institute of Economics, Washingon, on the other hand, sees nothing but ard times for many years to come, unless ome artificial means of readjustment is esorted to. According to Mr. Kile:

> The latter view is based primarily upon he assumption that improved farming ethods and the use of machinery will eep us oversupplied with farm products or at least several decades yet to come. 'rof. B. H. Hibbard, of Wisconsin Uniersity, minimizes the increases in total roduction that may be expected from nproved farming methods—he thinks his will be an increase per man employed ather than per farm—but agrees with Dr. ourse that nothing short of legislative ction can overcome the price disparity etween agriculture which must sell largely n the world market, and industry and abor operating in a protected market.
>
> Dr. Warren's view is based on the asumption that the present agricultural epression will continue until large numbers f farmers have been driven from the land approximately three million fewer perons are on American farms now than in 920—and that this movement will in the ourse of say another ten years so reduce gricultural production as to make farm ops again relatively high priced. Furtherore, this increased movement to the ties would tend to lower city wage levels nd restrict the outlet for manufactured oods. All these factors would tend to estore the prewar relationship between gricultural and non-agricultural prices. The new price relationship index soon to be nnounced by the Federal department of griculture, shows a slight increase over ecent months. The index figure is 82

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. . .

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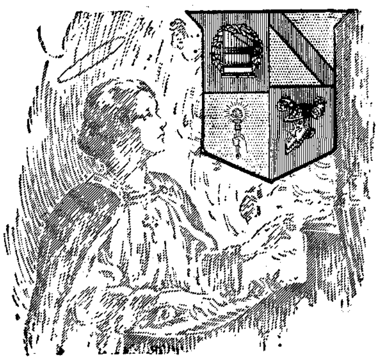

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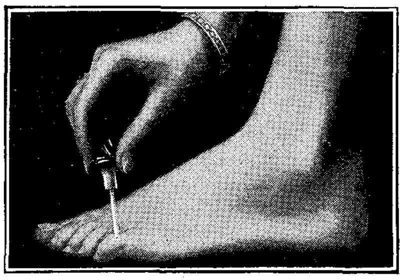

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INVESTMENTS AND FINANCE

Continued

as compared with 81 in January and 80 in November and December. This means that a bushel or ton of farm products will purchase 82 per cent. as much of the products of general industry and labor as it did before the war. This index figure got down as low as 64 in 1921.

There is absolutely no basis for the assumption that agriculture will be prosperous of its own accord within the next quarter century because of the increased home demand for food. There are plenty of data to show that cheap fertilizers, improved farm machinery, irrigation, drainage, improved varieties, and new methods will increase food production as rapidly as population increases, for the next twenty-five years at least. Recent developments in the movement for free trade between Argentina and some of our eastern manufacturers suggest that we may even have South America's farm crops added to our own in our home markets. It is all a question of national policy. If the nation as a whole wants a prosperous agriculture, adjustments could be made that would change the trend toward prosperity overnight.

There is a difference of opinion as to which of two results will follow a continuation of our present national policy toward agriculture. John D. Miller, president of the National Milk Producers' Federation, recently told a body of business men here in Washington that the present tendency would lead to peasantry.

There is no doubt but that modern conveniences are making farm life more pleasant. But the average workman in the cities rather has the best of it when it comes to comparing home conveniences and comforts, as well as leisure to enjoy them. A prominent labor leader in discussing the subject with the writer a few days ago exprest the belief that the present trend is more likely to end in "factoryized" farms—large areas farmed by machinery with hired labor. The writer is inclined to the latter view. But this can only come on low-priced land.

The significant thing about this discussion among leading economists is that they all agree on one thing: namely, that there is little chance for material recovery in farm prosperity for another decade to come unless some artificial force intervenes. This might be legislation; it might be foreign wars; or it might take the form of extraordinary progress in developing uses for farm crops other than for food or clothing. There seems to be a real opportunity to develop non-food farm products that they may be used by industry. That would be a highly elastic and ever-expanding market as contrasted with the present inelastic food and fabric demand. Experiments in rubber-growing, utilizing cotton for paper-making, corn for sugar and certain chemicals, straw for paint-making, and various other efforts are all encouraging. But these take time.

Unless we are to assume that there will be changes in our national policy toward agriculture—legislative changes that will give agriculture more equal opportunity—it is probably unwise to encourage young men to enter agriculture. In the present circumstances the best possible thing that can happen to agriculture is for more persons to leave the farm until competition among those remaining is reduced.

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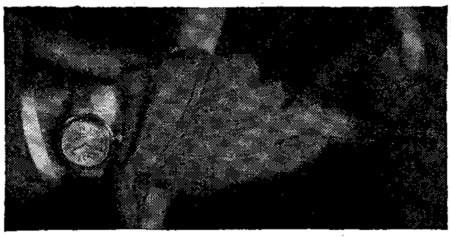

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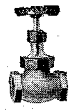
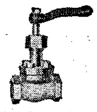

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DOUBTS ABOUT DICTATORS

THE action of the oil industry in appointing an arbitrator or referee to lead in showing the way to solving the problem of surplus production leads the New York *Journal of Commerce* to make a few remarks on the merits and disadvantages of the recently popular plan of appointing industrial dictators or arbitrators. It admits that there is much to be said on both sides. Our industries have now come to realize, we are told, that "it is difficult for one who has continuously lived and worked in an enterprise for many years past, or even in a general branch of trade, to take a dispassionate view of it or its problems." Therefore, "an outsider may serve a very useful purpose by giving those who are closely engaged in industry a more correct angle of vision." But *The Journal of Commerce* finds a good deal to say about the disadvantages of the dictator idea. To begin with,

It is doubtless true that a good many men who have been nominated to posts of general investigative or executive responsibility in an industry, or supposed that they had, have found that they were really very little more than press agents, their duty being to 'keep solid" with the newspapers and to try to train public opinion to a favorable attitude toward the industry they represented or a part of it. Other men have quite obviously degenerated into lobbyists, cooling their heels in legislative anterooms and endeavoring to make the worse appear the better reason in behalf of some partizan bill which would have much better chances of success if it were openly advocated by those who were to benefit from it. Still others are little more than employed lecturers or "contact men" who get a certain kind of advertising for their principals by appearing on public occasions. These various types furnish examples of the failures in the new line of endeavor and the number of them testifies eloquently to the fact that there is an abundance of opportunity for unsuccess.

It may be doubted whether in the long run industries can do much through vesting autocratic power in any individual, and we may well be certain that they will never profit by pretending so to vest it, but failing to keep their word. Undoubtedly, it is true that all industry needs very much better integration, and that such integration will be obtained best through the development of common understanding and the organization of commercial bodies whose duty it is to give expression to views of members, and at the same time to locate responsibility for given proposals and reforms. It is this lack of responsibility which is proving the most serious barrier to success on the part of individuals who, however high-minded or dispassionate and authoritative they may be, nevertheless lack a given definite stake in the industry which they will lose if their policy should miscarry. The outside world inevitably and instinctively recognizes a lack in this respect, and consequently refuses to attach to their words the significance it otherwise might.

The outsider called in for an emergency may have his temporary usefulness, but, concludes *The Journal of Commerce*, "eventually every industry must stand for the responsibility of its own policies and acts."

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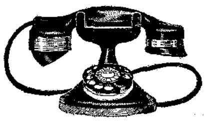

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Guardian Savings & Trust Co., Cleveland.
Halsted Street State Bank, Chicago.
Hanover National Bank, New York.
Geo. D. Harter Bank, Canton, Ohio.
Ill. Merchants Trust Co., Chicago.
Interstate Trust & Banking Co., New Orleans.
Irving Bank-Columbia Trust Co., New York, Lincoln Branch, N. Y.
Liberty Bank of Buffalo, Buffalo.
Manufacturers National Bank, Troy.
Market Street Title & Trust Co., Philadelphia.
Mechanics & Metals National Bank, New York City; Produce Exchange Branch, New York.
Mellon National Bank, Pittsburgh.
Mercantile Trust & Deposit Co., Baltimore, Md.
Merchants Nat'l Bank, Worcester.
Mid-City Trust & Savings Bank, Chicago.
Mohawk Nat'l Bank, Schenectady.
Nat'l Bank of the Republic, Dallas.
Nat'l Bank of Toronto, Toronto, O.
National City Bank, Havana, Cuba.
National Park Bank, New York.
National Shawmut Bank, Boston.
N. Y. Stock Exchange, New York.
North Avenue State Bank, Chicago.
Oakland Bank, San Francisco.
Oak Park Trust & Savings Bank, Oak Park, Ill.
Ohio Merchants Trust Co., Massillon.
Pacific Finance Co., Los Angeles.
Pacific-Southwest Trust & Savings Bank, Pasadena.
Paterson National Bank, Paterson.
Peoples Trust & Savings Bank, Chicago.
Philadelphia National Bank.
Pioneer Trust & Savings Bank, Chicago.
Pontiac Commercial & Savings Bank, Pontiac.
Reliance State Bank, Chicago.
Seattle National Bank, Seattle.
Second Nat'l Bank, Erie; Houston.
Security Trust Co., Rochester, N. Y.
State Bank & Trust Co., Evanston, Ill.
Texas National Bank, Ft. Worth.
United Bank & Trust Co., Cleveland.
Union Trust Company, Cleveland; Detroit; Pittsburgh.
U. S. National Bank, Portland.
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CURRENT EVENTS

FOREIGN

June 1.—Capt. Charles A. Lindbergh is the guest of honor at a dinner given in London by the American Society and other American associations, attended by Winston Churchill, Chancellor of the Exchequer; Sir Samuel Hoare, Minister of War, and other British notables.

William Phillips, first United States Minister to Canada, presents his credentials to Governor-General Viscount Willingdon.

June 2.—Captain Lindbergh's departure from England for France is delayed by fog.

A tornado kills twenty-five people in the Province of Gelderland, Holland, and two in northwestern Germany, besides doing much property damage.

June 3.—Captain Lindbergh returns to France from his visit to England and is the guest of honor at a gala event attended by Marshals Lyautey and Joffre and members of the French Academy.

Nine people are killed and seven seriously injured when the Paris-Nimes express runs into a freight wreck near Moulins, 160 miles southeast of Paris.

The Soviet Chargé d'Affaires, A. P. Rosengolz, and L. M. Khintchuk, head of the Soviet Trade Delegation, leave London following the diplomatic break between Great Britain and Soviet Russia.

June 4.—Captain Lindbergh sails for Washington aboard the U. S. Cruiser *Memphis*, taking with him the highest honors that France, Belgium and Great Britain can bestow on a foreign citizen.

The Marquis of Lansdowne, prominent fifty years in British politics, one of the last of the great Victorian line of statesmen and former Governor-General of Canada, dies at Clonmel, Ireland. He was eighty-two.

June 5.—Clarence D. Chamberlin and Charles A. Levine succeed in reaching Germany in a non-stop flight from Roosevelt Field, Long Island, but are brought down because of lack of fuel at Eisleben, Saxony.

Diplomatic relations between Albania and Jugoslavia are broken, following, it is said, the failure of the Albanian Government to release from arrest an attaché of the Jugoslavian legation at Tirana.

The Averescu Ministry, which has been in power in Roumania since March 30, 1926, resigns, and Prince Barbu Stirbey is requested by King Ferdinand to form a national union ministry.

A detachment of American marines reaches Tientsin to meet any emergency that may arise from the collapse of the Northern Chinese Army south of the Yellow River.

June 6.—The Albanian Government notifies the Secretariat of the League of Nations of its side of the dispute with Jugoslavia which led to the diplomatic break between the two countries, and says its offer to investigate the arrest of the Jugoslavian Legation employee in a "spirit of exceptional deference" was rejected.

Corns

Lift Off – No Pain!

Doesn't hurt one bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers. Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot calluses, without soreness or irritation.

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Marshal Chang Tso-lin, head of the Chinese Northern forces, is reported to have announced his willingness to cooperate with Gen. Chiang Kai-shek, military head of the Cantonese forces, in wiping out the communistic Hankow Government, headed by Eugene Chen.

June 7.—Peter Lazarevitch Voikoff, Soviet Russian Minister to Poland, who was said to have signed the death-warrant of Czar Nicholas II, is assassinated in Warsaw by Boris Kowerda, a youthful Russian monarchist. The Soviet Government notifies the Polish Government that it will be held responsible for the assassination.

Clarence D. Chamberlin and Charles A. Levine are welcomed by 40,000 people when they reach Tempelhofer Field, Berlin, after having been twice forced down on German territory.

DOMESTIC

June 1.—President Lowell of Harvard University, former Judge Robert Grant, and Samuel W. Stratton, President of the Massachusetts Institute of Technology, accept appointment as an advisory committee to assist Governor Fuller of Massachusetts in his investigation of the Sacco-Vanzetti case.

Ward T. Van Orman and his aide, W. W. Morton, win the national elimination balloon race, preliminary to the international race, by flying 715 miles.

The flood waters in Louisiana begin to recede, and preparations for the return of the people to the inundated district re begun.

killed, three seriously wounded and ore than a score hurt by National uardsmen mark the end of three ights of rioting by a mob attempting o remove a confessed murderer from the county jail at Tampa, Florida.

une 2.—Señora Natalia E. Calles, wife of President Calles of Mexico, dies in the California Lutheran Hospital in Los Angeles. She was forty-eight.

une 3.—W. B. Coleman of Wichita, Kansas, is elected President of the Northern Baptist Convention in Chicago.

une 4.—Clarence D. Chamberlin and Charles A. Levine, Chairman of the Columbia Aircraft Corporation and owner of the plane *Columbia*, take off from Roosevelt Field, Long Island, for Europe.

President Coolidge reviews the United States fleet from the *Mayflower*, off Cape Henry, Virginia.

une 6.—President Coolidge sends a message of congratulation to Clarence D. Chamberlin for his non-stop flight to Germany. The Smithsonian Institution announces the award of the Langley Medal to Colonel Lindbergh, the fifth to hold it.

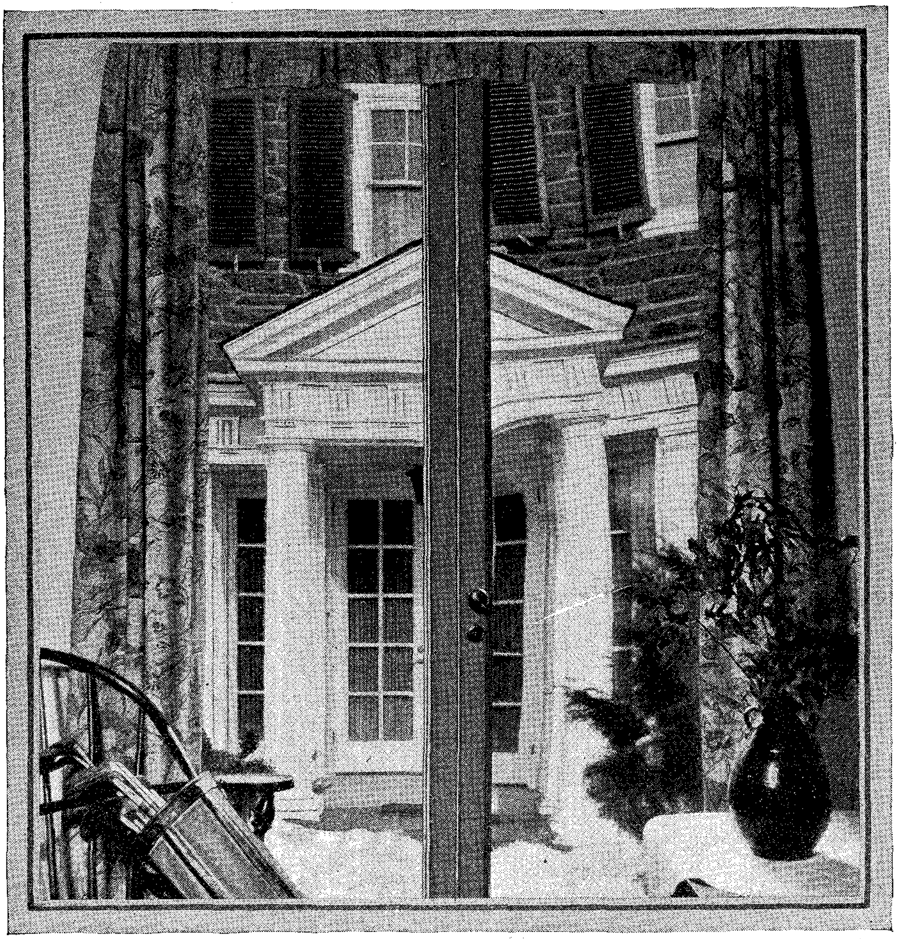
A Colonel's commission in the Missouri National Guard, dated May 21, is issued to Charles A. Lindbergh by Governor Baker.

New high waters in eastern Kansas force returning farmers to flee again for their lives.

The United States has remitted almost $16,000,000,000 in interest obligations of its foreign debtors, or about $5,000,000,000 more than the total actual face of the debts themselves, according to an official document issued by the Treasury Department.

"Don't mind what *I* say"

said the glazier (with a smile)



". . . but this picture demonstrates a few facts you should know. Half of it is Plate Glass. As you can see, the door on the left presents a truthful image, clear and accurate. That's what Plate Glass always does. It is rolled, ground and polished until it is free from the imperfections that obstruct vision. Equally important, Plate Glass is heavy and solid, conserving heat and reducing sound. It is hard to break because it has been toughened by a special process of annealing. Easy to clean, of course. The price? . . . Well, the cost of Plate Glass will average only about 1 per cent of the total cost of any house, large or small.

"Now look at this door on your right. That's window glass and that's what it actually does to your eyes, for this photograph hasn't been retouched. It is a real picture. It shows how the irregularities of window glass detract from the appearance of your home, inside and outside. Is there basis for its comparison with Plate Glass? None. For Plate Glass is made by different methods which give different, and superior, results. . . . *You will have to decide for yourself upon the glass you want in your own home. . . . Most people find it easy. . . .*" Plate Glass Manufacturers of America, First National Bank Bldg., Pittsburgh, Pa.

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Wants to Be a Chattel.—OWNER of good Minnesota farm for sale at reasonable price.—*Ad in a Minnesota paper.*

Weekly Procession.—If all the autos in the world were laid end to end, it would be Sunday afternoon.—*Judge.*

Be Specific. — Any player or players using obscure language will at the request of the umpire leave the grounds.—*Illinois paper.*

Encouraging.—"Could you learn to love me?"

"Well, I learned to speak Polish."—*Yale Record.*

Counter Shopping.—JUDGE—"Guilty or not guilty?"

FEMALE PRISONER—"Er—what else have you?"—*Boston Transcript.*

Well Hooked.—FATHER — "Isn't that young man rather fast?"

DAUGHTER—"Yes; but I don't think he'll get away."—*Ski-U-Mah.*

Tough Nuts.—
$4,000 TO SAVE
1 NEW YORKER,
SAY METHODISTS!
—*Head-lines in Los Angeles Examiner.*

Science on the Job.—Oxygen tanks have been rushed to Hyama, where they are being used in a desperate attempt to save the life of the Farmers' National bank.— *Unidentified clipping.*

Spring Song.—
The little moths are never gay,
They do not dance or shout;
What do they do when they attend
Those balls we read about?
—*Boston Transcript.*

Don't Be Shy.—
Lives of men like Shaw remind us:
That we will, if we are wise,
Leave our modesty behind us,
And get out and advertise.
—*London Opinion.*

Some Mistake—HUBBY—"Your check to the grocer came back with 'no funds' on it."

WIFIE—"That's funny, I saw an ad in the paper yesterday which said the bank has a surplus of over $3,000,000."—*Green Gander.*

Not All There.—LAWYER—"Was the man you found under the street-car a total stranger?"

WITNESS (who had been told to be careful)—"No, sir, his arm and leg were gone; he was only a partial stranger."—*Bucknell Belle Hop.*

Budding Entomologist. — MOTHER — "Why is baby crying?"

NURSE (in next room)—"He wants—"

MOTHER—"Well, give him what he wants."

The baby howls louder.

MOTHER—"Why didn't you give him what he wanted?"

NURSE—"I did. It was a bee!"—*Karikaturen (Oslo).*

Midget Models.—A car owned by Ch Hultman, Upton, Me., gave birth to lets. Last year she had twins.—*Ha paper.*

Almost.—"Say, that fellow over the looks just like your brother."

"Sure, he is my sister."—*Northwes Purple Parrot.*

Nautical Black Bottom.—SEA—"I s what makes your yacht jump so?"

SICK—"Oh, the poor thing is on tack."—*Chaperone.*

She Deserves One.—
SLAIN WOMAN HERE
TO ARRANGE D
—*Toronto Daily Star.*

Had Bridget's Number. — PLUMBER "I've come to fix that old tub in t kitchen."

YOUNGSTER—"Mama, here's the doc to see the cook."—*Cynic.*

Silver Digger.—EENY—"He uses touch system."

MEENY—"On the typewriter?"

EENY—"No, on his friends."—*U. Wash. Columns.*

More Cash, Less Clothes.—WIF don't allow me half enough m clothes."

HUB—"If I did, you would s around looking half-drest."—*Boston script.*

Where Will Fashion Stop?—
LONGER SHIRTS IN SPAIN
Queen's Styles for Holy Week to
Fashion for Nation
—*New York Times.*

A Bargain.—PAIR of ladies found William Hallett at the Stroudsburg Met odist Church a week ago may be sec by the owner by calling at the churc paying for this ad.—*Stroudsburg paper.*

Silent Emily Post.—KNICK—"See man over there? He's an etiquette teach in a deaf-and-dumb school."

KNACK—"What are his duties?"

"Teaching the pupils not to talk their hands full."—*Life.*

Clear Conscience.—JUDGE—"Wh you do when you saw the deceased? officer says you neither slowed down n turned out."

DEFENDANT—"I took all precaution Your Honor. I blew my horn and curse him."—*Columbia Jester.*

Increasing Wetness.—
$500 STILL IS
NEEDED FOR
FLOOD FUND
—*Fort Worth paper.*

Triumphant Realist.—
The poet and ornithologist
Differ in ways absurd.
One writes—"The bird is on the wing
The other answers—"No such thing!
The wing is on the bird."
—*American Boy.*